BEFORE THE
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C. DEPARTMENT OF TRANSPORTATION

97 NOV 10 PM 3: 12

DOCKET SECTION

91-28695

Agreements Adopted by the Traffic : Conferences of the International : Air Transport Association :

Docket 0ST-97-3108-1

APPLICATION FOR APPROVAL OF AGREEMENTS
BY THE
INTERNATIONAL AIR TRANSPORT ASSOCIATION

November 10, 1997

Communications with respect to this document should be sent to:

David M. O'Connor Director, External Relations - United States International Air Transport Association 1001 Pennsylvania Ave. N.W. #285 Washington, D.C. 20004

(202) 624-2977

f95.122

Summary DOCKET: OST-97- DOT ORDER: pending

Date: November 10, 1997

Filing fee/IATA Acct: \$1,220 - 3731

US/UST involved: yes

End of Government Filing Period: Dec. 19, 1997

Meeting site/date: Geneva, Oct. 6-9,1997 Intended effective date: March 1, 1998

Agreement: PTC123 0028 dated October 28, 1997

North Atlantic Resolutions r1-20

MINUTES - PTC123 0031 dated November 7, 1997

TABLES - PTC123 Fares 0013 dated October 31, 1997

r-1001a	r-6067m	r-11072n	r-16073vv
r-2001i	r-7071cc	r-12072w	r-17074mm
r-3002	r-8071f	r-13073aa	r-18078t
r-4047m	r-9071nn	r-14073bb	r-19115v
r-5057m	r-10-071p	r-15073f	r-20311n

APPLICATION FOR APPROVAL OF AGREEMENT

Pursuant to statements submitted by Member airlines of the International Air Transport Association (IATA), the undersigned has been constituted to be their attorney-in-fact for filing with the Department of Transportation copies of agreements adopted by the IATA Traffic Conferences.

On their behalf, and pursuant to Sections 41308 and 41309 of Title 49 of the United States Code and Parts 303.03, 303.05 and 303.30(c) of Title 14 of the Code of Federal Regulations, I am filing with the Department this application for approval of an IATA agreement.

This agreement and related factual and explanatory material and documentation required by 14 C.F.R. 303.31 and Department and Civil Aeronautics Board (CAB) precedent are contained in the IATA Traffic Conference documentation summarized above.

This agreement arises from the continuing process of Tariff Coordinating Conferences and was developed in the context of prior Department and CAB rulings addressing related resolutions which reflected regulatory and market conditions then in effect. Thus the present agreement should be viewed as part of a dynamic process of IATA Member airline adjustment to governmental and economic factors.

On previous occasions, the Department has found such agreements to be consistent with the public interest when they do not result in fares or rates that are unlawful or injurious to competition in the markets at issue. Approval of the present agreement would not yield fares or rates that are unlawful or injurious to competition. Moreover, approval of

this agreement, which reflects compromises among the differing economic and social philosophies of the many nations whose airlines are parties, will advance the public interest in maintaining good aviation relations with other countries.

We request early approval by the Department of the foregoing agreement, pursuant to 49 U.S.C. 41309, and the grant of full antitrust immunity, pursuant to 49 U.S.C. 41308.

The conferral of full antitrust immunity would be in the public interest and necessary for the transaction to proceed. This agreement is a product of the IATA Tariff Coordinating Conferences which the Department found to be anticompetitive but nevertheless approved and immunized in Order 85-5-32 (May 6, 1985) on foreign policy and comity grounds because such action is necessary to achieve the serious transportation need of maintaining good aviation relations with other countries and these benefits are not obtainable by reasonably available means having materially less anticompetitive effects.

Insofar as this agreement concerns fares or rates between non-U.S. points, in which respect they have at most indirect application in foreign air transportation, the U.S. authorities have recognized (e.g, Order 79-8-194, August 30, 1979) that the interests of other sovereign nations in the conditions governing air transportation between them greatly exceed any that the U.S. might have by reason of U.S. airline, citizen or shipper participation. This agreement is not adverse to the public interest or in violation of the Act and, therefore, full immunity should be granted.

Respectfully submitted:

Pavid M. O'Connor

Director, External Relations - United States International Air Transport Association

Attorney-in-fact

CERTIFICATE OF SERVICE

A copy of this application or a summary notice thereof has been served by first class or priority mail on the following persons:

Chief, Transportation, Energy & Agriculture Section
Antitrust Division
Department of Justice
Washington D.C. 20530

Donald L. Pevsner 1765 East Riviera Drive Merritt Island, FL 32952

David M. O'Connor

November 10, 1997 Date Served



International Air Transport Association

IATA Centre, Route de l'Aéroport 33 P.O. Box 416 CH-1215 Geneva 15 Airport Switzerland

28 October 1997

MEMORANDUM

PTC123 0028

TO:

Members Participating in Tariff Coordinating Conferences

(SP-0763)

FROM:

Director, Tariff Affairs and Conferences

SUBJECT: TC123 Passenger Tariff Coordinating Conference

Geneva, 6-9 October 1997

TC123 North Atlantic Resolutions Intended Effective Date: 1 March 1998

Attached are TC123 North Atlantic Resolutions which were adopted at the above meeting for an intended effective date of 1 March 1998.

The filing period for the attached Resolutions ends 19 December 1997. Members are reminded of their obligations under Resolutions 001 and 006 to advise this office by the end of the filing period whether approval by their Government authorities is required and, if so, to accomplish the necessary filing formalities. The effective date will be declared in accordance with Resolutions 001 and 006, when all the known necessary Government approvals have been received.

Filing formalities with the US and Canadian Governments, as applicable, will be accomplished by IATA.

Jurek Delimata

Manager, Tariff Affairs and Conferences

RESOLUTIONS FINALLY ADOPTED AT

TC123 NORTH ATLANTIC PASSENGER TARIFF COORDINATING CONFERENCE

GENEVA, 6-9 OCTOBER 1997

INTENDED EFFECTIVE DATE: 1 MARCH 1998

Filing Period: 21 November 1997 - 19 December 1997

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115v	Meeting Competition Canada, USA-Indonesia, Malaysia, Singapore, Thailand, South Asian Subcontinent	2
311n	Excess Baggage Charges to/from Canada	2

TC123 NORTH ATLANTIC SPECIAL APPLICABILITY RESOLUTION

PTC123(88)001a

New

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that,

the following Resolutions have been adopted for application between points in TC1 and points in TC3 except South West Pacific

001i 072w 047m 073aa 057m 073bb 067m 073f 071cc 073vv 071f 074mm 071nn 078t 071p 115v 072n 311n

TC123 NORTH ATLANTIC REVALIDATING/AMENDING RESOLUTION

PTC123(88)002 New

Filing Period: Begins:21 November 1997 Intended Effectiveness: 1 March 1998

Ends: 19 December 1997 Expiry: 28 February 1999

Type: B

RESOLVED that, for application between points in TC123 North Atlantic sub-area

1) the following Resolutions are revalidated

001i

115v

311n

2) fares Attachments to Resolutions are amended in accordance with the Attachment to this Resolution

002 Resolution: 2

Page

1 **GENERAL CHANGES**

- A) Fares are established to/from Ashkhabad (ASB) at levels and conditions applicable to/from Ekaterinburg (SVX)
- B) From India to Los Angeles (LAX), San Francisco (SFO), Seattle (SEA), normal fares are despecified
- C) From Pakistan, round trip Normal fares are despecified
- D) From India:
 - 1) normal fares to Vancouver (YVR) are re-established equal to the final level constructed fare India to Seattle (SEA) converted at the 1 October 1997 IROE
 - 2) round trip Normal fares are re-established at 185% of final one way Y1 levels
- E) From South Asian Subcontinent except from Pakistan, weekend levels are established in Special fares at the following differentials over final levels:

Peak season: INR2150; LKR3570; USD60;

Basic season: INR1500; LKR2380; USD40

F) From Canada, Mexico, USA, weekend Special fare levels are re-established at CAD80/USD60 in Peak, Shoulder seasons, CAD60/USD50 in Basic season over midweek final levels

2 **GENERAL INCREASES**

- A) Eastbound
 - 1) Normal Fares plus 5%
 - 2) Special fares plus 5% except no increase to South East Asia

Resolution: 002

Page: 3

B) Westbound

Normal and Special fares plus 5% except as follows:

- a) from Korea plus 7%
- b) from China (excluding Hong Kong SAR) no increase except first and intermediate class fares plus 2%
- c) from Pakistan no increase except fares in Resolution 073aa plus 3%
- d) from Japan, Malaysia, Sri Lanka, Thailand, no increase
- C) For effect 1 July 1998

Normal and Special fares increased as follows:

- 1) from Malaysia, Thailand plus 3%
- 2) from Sri Lanka plus 10%

TC123 NORTH ATLANTIC INTERMEDIATE CLASS FARES

PTC123(88)047m

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 047m is revalidated and amended as follows:

- Paragraph 3) is amended
 - 3) children's fares:
 - a) except from Japan: the children's fare shall be 67% 75% of the adult fare
 - b) Exception: from Japan: the children's fare shall be 50% 67% of the adult fare
 - a) to Japan
 - b) from Japan, Pakistan

The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC FIRST CLASS FARES

PTC123(88)057m

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 057m is revalidated and amended as follows:

1 Paragraph 2) is amended

2) children's fares: the children's fare shall be 67% 75% of the adult fare

Exception: 67% of the adult fare

a) to Japan

b) from Japan, Pakistan

The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC ECONOMY CLASS FARES

PTC123(88)067m

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 067m is revalidated and amended as follows:

- 1 Paragraph 3) is amended
 - 3) children's fares: the children's fare shall be 67% 75% of the adult fare, except
 - a) from Bangladesh, India: 'restricted' fares: 75% of the adult fare
 - b) Exception: from Japan: 50% 67% of the adult fare
 - a) to Japan
 - b) from Japan, Pakistan
- The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC EXCURSION FARES FROM SOUTH ASIAN SUBCONTINENT TO CANADA, MEXICO, USA

PTC123(88)071cc

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended E ectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 071cc is revalidated and amended as follows:

1 Paragraphs 6) is amended

6) PERIODS OF APPLICATION

A) 2) seasonal periods

Peak H 11 03 Apr - 14 20 Sep

H 12 11 Dec - 01 Feb 31 Jan

Basic L 02 01 Feb - 10 02 Apr

L 45 21 Sep - 41 10 Dec

3) midweek and weekend periods

midweek X: Mon, Tue, Wed, Thu

weekend W: Fri, Sat, Sun

- B) 2) midweek and weekend application: the day of departure on the transatlantic sector in each direction determines the respective midweek and weekend fares
- 2 Paragraph 7)A) is amended

7) MINIMUM STAY

A) 14 days

Exception: when used for incentive groups: 7 days

Resolution: 071cc

Page : 2

3 Paragraph 11)A) is amended

11) STOPOVERS

A) 1) from Bangladesh, Nepal, Sri Lanka: one permitted in each direction, each at a charge of

LKR 5200 <u>7400</u> USD 100 <u>125</u>

- 2) Exception: from India
- 1) a) one permitted
- 2) b) one additional permitted at a charge of INR3100 3600
- 4 Paragraphs 13)A)1) and 13)A)2) are amended

13) TRANSFERS

- A) 1) 2 permitted at points in TC1, South Asian Subcontinent in each direction
 - 2) one online permitted online in North America in each direction
- 5 Paragraph 15) is deleted

15) ADVERTISING AND SALES

A) from India limited to TC1, South Asian Subcontinent

6 Paragraph 19) is added

19) REFUND FOR CANCELLATION AND NO-SHOW

- A) 1) before departure: full refund
 - 2) after departure: refund the difference between the fare paid and the applicable normal fare for the transportation used less INR1800/LKR5200/USD100

Resolution: 071cc

Page: 3

7 Paragraph 22)A) is amended

22) TOUR CONDUCTORS' DISCOUNTS

A) Exception: from India: permitted as per Resolution 204c except

Exception: if more than one carrier is participating in the transportation then such discount may only be applied with the concurrence of the participating carrier(s)

8 Paragraph 25) is deleted

25) PASSENGER EXPENSES

A) from India only permitted at the international gateway in India

9 Paragraph 26)A) is amended

26) MINIMUM TOUR PRICE

A) when used for incentive groups: the applicable air fare plus

INR 6200 7200 LKR 10400 11800 USD 200

for total tour duration

10 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC EXCURSION FARES BETWEEN CANADA, USA AND PAKISTAN

PTC123(88)071f

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 071f is revalidated and amended as follows:

1 Paragraph 4)A)1) is amended

4) CHILDREN'S AND INFANTS' FARES

A) 1) children: 75% of applicable adult fare

Exception: from Pakistan: 67% of applicable adult fare

2 Paragraph 6)A)2)a) is amended

6) PERIODS OF APPLICATION

A) 2) seasonal periods

a) from Canada, USA

Peak H 13 12 Jun - 14 13 Sep

H 12 11 Dec - 11 10 Jan

Shoulder K 16 15 May - 12 11 Jun

K 15 14 Sep - 11 10 Dec

Basic L 12 11 Jan - 15 14 May

Resolution: 071f

Page :

3 Paragraph 11)A) is amended

11) STOPOVERS

A) 1) from Canada, USA: one permitted in each direction, each at a charge of

CAD 140 175 USD 100 125

- 2) Exception: from Pakistan
- 1) a) one permitted
- 2) b) one additional permitted at a charge of PKR3000 4000
- 4 Paragraphs 13)A)1) and 13)A)2) are amended

13) TRANSFERS

- A) 1) 2 permitted at points in TC1, South Asian Subcontinent in each direction
 - 2) one online permitted online in North America in each direction
- 5 Paragraph 19) is added

19) REFUND FOR CANCELLATION AND NO-SHOW

- A) 1) before departure
 - a) from Canada, USA: full refund
 - b) from Pakistan: refund the fare paid less PKR1000
 - 2) after departure
 - a) from Canada, USA: refund the difference between the fare paid and the applicable normal fare for the transportation used less CAD140/USD100
 - b) from Pakistan: refund the difference between the fare paid and the applicable normal fare for the transportation used
- The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC EXCURSION FARES FROM CANADA MEXICO, USA TO SOUTH ASIAN SUBCONTINENT

PTC123(88)071nn

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 071nn is revalidated and amended as follows:

1 Paragraph 6)A)2) is amended

6) PERIODS OF APPLICATION

A) 2) seasonal periods

Peak H 13 12 Jun - 14 13 Sep

H 12 11 Dec - 11 10 Jan

Shoulder K 16 15 May - 12 11 Jun

K 15 14 Sep - 11 10 De

Basic L 12 11 Jan - 15 14 May

2 Paragraph 9)A) is amended

9) MAXIMUM STAY

- A) 1) to Bangladesh, Nepal, Sri Lanka: 4 months
 - 2) Exception: to India, Pakistan: 6 months
- 3 Paragraphs 13)A)1) and 13)A)2) are amended

13) TRANSFERS

- A) 1) 2 permitted at points in TC1, South Asian Subcontinent in each direction
 - 2) one online permitted online in North America in each direction

Resolution: 071nn

Page: 2

4 Paragraph 19) is added

19) REFUND FOR CANCELLATION AND NO-SHOW

A) 1) before departure: full refund

- 2) after departure: refund the difference between the fare paid and the applicable normal fare for the transportation used less CAD140/USD100
- 5 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

PTC123 0028 GVA, Oct 97

TC123 NORTH ATLANTIC EXCURSION FARES BETWEEN CANA' MEXICO, USA AND SOUTH LAST ASIA

PTC123(88)071p

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 071p is revalidated and amended as follows:

1 Paragraph 6)A)2) is amended

6) PERIODS OF APPLICATION

A) 2) seasonal periods

Peak H 13 12 Jun - 14 13 Sep

H 12 11 Dec 10 Jan

Shoulder K 16 15 May .2 11 Jun

K 15 14 Sep - 11 10 Dec

Basic L 12 11 Jan - 15 14 May

2 Paragraphs 11)A)1) and 11)A)2) are amended

11) STOPOVERS

A) 1) 2 permitted, each at a charge of

BND 190 150 CAD 140 <u>175</u> CNY 850 1040 770 HKD <u>970</u> MOP 770 1000 MYR 250 <u>350</u> **SGD** 150 <u>190</u> THB 2500 4000 TWD 2600 3600 USD 100 <u>125</u>

Resolution: **071p** Page: 2

2) one additional permitted in Europe at a charge of

BND	150	<u>190</u>
CAD	140	<u>175</u>
CNY	850	<u>1040</u>
HKD	770	<u>970</u>
MOP	770	1000
MYR	250	<u>350</u>
SGD	150	<u>190</u>
THB	2500	<u>4000</u>
TWD	2600	<u>3600</u>
USD	100	<u>125</u>

3 Paragraph 12)A) is amended

12) ROUTING

A) not permitted to/from or via Japan, Korea

4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC EXCURSION FARES FROM INDIA, PAKISTAN TO CANADA, USA

PTC123(88)072n

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 072n is revalidated and amended as follows:

Paragraph 1)B) is amended

1) APPLICATION

- B) Exception: single open jaw: limited to country of unit origin or unit destination open jaw sector must be in the same country
- Paragraph 4)A)1) is amended

4) CHILDREN'S AND INFANTS' FARES

A) 1) children: 75% of applicable adult fare

Exception: from Pakistan: 67% of applicable adult fare

Paragraphs 6) is amended

6) PERIODS OF APPLICATION

- A) 2) seasonal periods
 - a) from India

Peak H 11 03 Apr - 14 20 Sep

12 11 Dec - 01 Feb 31 Jan

Basic 02 <u>01</u> Feb - 10 <u>02</u> Apr

15 21 Sep - 11 10 Dec

Resolution: 072n

Page: 2

b) from Pakistan

Peak H 01 Jun - 30 Sep

H 01 Dec - 29 Feb

Basic L 01 Mar - 31 May

L 01 Oct - 30 Nov

3) from India: midweek and weekend periods

midweek X: Mon, Tue, Wed, Thu

weekend W: Fri, Sat, Sun

- B) 2) midweek and weekend application: the day of departure on the transatlantic sector in each direction determines the respective midweek and weekend fares
- 4 Paragraph 10)A) is amended

10) EXTENSION OF VALIDITY

A) not permitted for medical reasons

5 Paragraph 11)A) is amended

11) STOPOVERS

- A) one permitted in each direction between the Indian, Pakistan gateway and the point of turnaround in Canadal, USA: one permitted in each direction
- 6 Paragraphs 13)A)1) and 13)A)2) are amended

13) TRANSFERS

- A) 1) 2 permitted at points in TC1, South Asian Subcontinent in each direction
 - 2) one online permitted online in North America in each direction
- 7 Paragraph 14)A)2)a) is amended

14) CONSTRUCTIONS AND COMBINATIONS

- A) 2) a) combinations only permitted with
 - i) domestic fares within Canada, India, Pakistan, USA and
 - ii) fares between Canada and USA

Resolution: 072n

Page: 3

8 Paragraph 19) is added

19) REFUND FOR CANCELLATION AND NO-SHOW

- A) 1) before departure
 - a) from India: full refund
 - b) from Pakistan: refund the fare paid less PKR1000
 - 2) after departure
 - a) from India: refund the difference between the fare paid and the applicable normal fare for the transportation used less INR1800
 - b) from Pakistan: refund the difference between the fare paid and the applicable normal fare for the transportation used
- 9 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC EXCURSION FARES BETWEEN CANADA, MEXICO, USA AND KAZAKHSTAN, RUSSIA, TURKMENISTAN, UZBEKISTAN

PTC123(88)072w

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 072w is revalidated and amended as follows:

1 Paragraph 1)A) is amended

1 APPLICATION

- . conomy class
 round, circle, single open jaw trip
 excursion fares
 between Canada, Mexico, USA
 and Kazakhstan, Russia, Turkmenista: Uzbekistan
- 2 Paragraph 6)A)2) is amended

6) PERIODS OF APPLICATION

A) 2) seasonal periods

Peak H 13 12 Jun - 14 13 Sep

H 12 11 Dec - 11 10 Jan

Shoulder K 16 15 May - 12 11 Jun

K 45 14 Sep - 41 10 Dec

Basic L 12 11 Jan - 15 14 May

3 Paragraph 11)A) is amended

11) STOPOVERS

A) one permitted in each direction, each at a charge of CAD140 175/USD100 125

Resolution: 072w Page: 2

4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC ONE WAY APEX FARES FROM PAKISTAN TO CANADA, USA

PTC123(88)073aa

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 073aa is revalidated and amended as follows:

1 Paragraphs 4)A)1) is amended

4) CHILDREN'S AND INFANTS' FARES

A) 1) children: 67% 75% of applicable adult fare

2 Paragraph 13)A)1) is amended

13) TRANSFERS

A) 1) 2 permitted at points in TC1, South Asian Subcontinent

3 Paragraph 19) is added

19) REFUND FOR CANCELLATION AND NO-SHOW

A) 1) before departure: refund the fare paid less PKR1000

2) after departure: no refund

4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC APEX FARES FROM CANADA, MEXICO, USA TO INDIA

PTC123(88)073bb

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 073bb is revalidated and amended as follows:

1 Paragraph 6)A)2) is amended

6) PERIODS OF APPLICATION

A) 2) seasonal periods

Peak H 13 12 Jun - 14 13 Sep

H 12 11 Dec - 11 10 Jan

Shoulder K 16 15 May - 12 11 Jun

K 45 14 Sep - 41 10 Dec

Basic L 12 11 Jan - 15 14 May

2 Paragraph 11)A) is amended

11) STOPOVERS

A) one permitted in each direction, each at a charge of CAD140 175/USD100 125

3 Paragraphs 13)A)1) and 13)A)2) are amended

13) TRANSFERS

- A) 1) 2 permitted at points in TC1, South Asian Subcontinent in each direction
 - 2) one online permitted online in North America in each direction

Resolution: 073bb

Page :

4 Paragraph 20)A)1) is amended

20) REBOOKING AND REROUTING

- A) 1) a) before departure
 - i) before deadline: permitted
 - ii) after deadline
 - aa) outbound portion of the pricing unit: not permitted
 - <u>bb</u>) Exception: inbound portion of the pricing unit: permitted at a charge of CAD175/USD125 per transaction; such transaction must be made not later than the day of the flight being changed
 - b) after departure
 - i) outbound portion of the pricing unit: not permitted
 - <u>ii</u>) Exception: inbound portion of the pricing unit: permitted at a charge of CAD175/USD125 per transaction; such transaction must be made not later than the day of the flight being changed
- 5 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

PTC123 0028 GVA, Oct 97

TC123 NORTH ATLANTIC ONE WAY APEX FARES BETWEEN CANADA AND SOUTH EAST ASIA

PTC123(88)073f

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 073f is revalidated and amended as follows:

1 Paragraph 6)A)2) is amended

6) PERIODS OF APPLICATION

A) 2) seasonal periods

Peak H 13 12 Jun - 14 13 Sep

H 12 11 Dec - 11 10 Jan

Shoulder K 46 15 May - 42 11 Jun

K 15 14 Sep - 11 10 Dec

Basic L 12 11 Jan - 15 14 May

2 Paragraph 11)A) is amended

11) STOPOVERS

A) one permitted at a charge of

BND 150 190 CAD 140 175 MYR 250 350 SGD 150 190 THB 2500 <u>4000</u> USD 100 125

3 Paragraph 12)A) is amended

12) ROUTING

A) not permitted to/from or via Japan, Korea

Resolution: 073f

Page :

4 Paragraphs 13)A)1) and 13)A)2) are amended

13) TRANSFERS

- A) 1) 2 permitted at points in TC1, South Asian Subcontinent, Fouth East Asia
 - 2) one online permitted online in North America
- 5 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC APEX FARES BETWEEN CANADA, USA AND SOUTH EAST ASIA

PTC123(88)073vv

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 073vv is revalidated and amended as follows:

1 Paragraph 6)A)2) is amended

6) *ERIODS OF APPLICATION

A) 2) seasonal periods

Peak H 13 12 Jun - 14 13 Sep

H 12 11 Dec - 11 10 Jan

Shoulder K 16 15 May - 12 11 Jun

K 15 14 Sep - 11 10 Dec

Basic L 12 11 Jan - 15 14 May

2 Paragraph 11)A) is amended

11) STOPOVERS

A) one permitted in each direction, each at a charge of

BND 150 190 CAD 140 175 CNY 850 1040 HKD 770 970 MOP 770 1000 MYR 250 350 SGD 150 190 THB 2500 4000 TWD 2600 3600 USD 100 125

Resolution: 073vv

Page: 2

3 Paragraph 12)A) is amended

12) ROUTING

A) not permitted to/from or via Japan, Korea

4 Paragraph 20)A)1) is amended

20) REBOOKING AND REROUTING

- A) 1) a) before departure
 - i) before deadline: permitted
 - ii) after deadline: not permitted
 - aa) Exception: from Canada/, USA:
 - 1) outbound portion of the pricing unit: not permitted
 - 2) inbound portion of the pricing unit: permitted at a charge of CAD175/USD125 per transaction; such transaction must be made not later than the day of the flight being changed
 - bb) from South East Asia: not permitted
 - b) after departure: not permitted
 - i) Exception: from Canada/, USA:
 - aa) outbound portion of the pricing unit: not permitted
 - <u>bb</u>) inbound portion of the pricing unit: permitted at a charge of CAD175/ USD125 per transaction; such transaction must be made not later than the day of the flight being changed
 - ii) from South East Asia: not permitted
- 5 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC PEX FARES FROM MEXICO TO PAKISTAN

PTC123(88)074mm

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 074mm is revalidated and amended as follows:

Paragraph 6)A)2) is amended

6) PERIODS OF APPLICATION

A) 2) seasonal periods

Peak

H 13 12 Jun - 14 13 Sep

H 12 11 Dec - 11 10 Jan

Shoulde: K 16 15 May - 12 11 Jun

K 15 14 Sep - 11 10 Dec

Basic

12 11 Jan - 15 14 May

Paragraphs 13)A)1) and 13)A)2) are amended

13) TRANSFERS

- A) 1) 2 permitted at points in TC1, South Asian Subcontinent in each direction
 - 2) one online permitted online in North America in each direction

Resolution :**074mm** Page : 2

3 Paragraph 20)A)1) is amended

20) REBOOKING AND REROUTING

- A) 1) a) rebooking:
 - i) outbound portion of the pricing unit: not permitted
 - <u>ii)</u> inbound portion of the pricing unit: permitted at a charge of USD125 per transaction; such transaction must be made not later than the day of the flight being changed
 - b) rerouting: not permitted
- 4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC PEX FARES FROM CANADA, MEXICO, USA TO INDIA

PTC123(88)078t

Revalidating and Amending

Filing Period:

Begins:21 November 1997

Intended Effectiveness:

1 March 1998

Ends: 19 December 1997

Expiry:

28 February 1999

Type: B

RESOLVED that, Resolution 078t is revalidated and amended as follows:

Paragraph 6)A)2) is amended

6) PERIODS OF APPLICATION

A) 2) seasonal periods

Peak

13 12 Jun - 14 13 Sep

12 11 Dec - 11 10 Jan

Shoulder K 16 15 May - 12 11 Jun

K 15 14 Sep - 11 10 Dec

Basic

12 11 Jan - 15 14 May

Paragraphs 13)A)1) and 13)A)2) are amended

13) TRANSFERS

- A) 1) 2 permitted at points in TC1, South Asian Subcontinent in each direction
 - 2) one online permitted online in North America in each direction
- 3 Paragraph 17)A) is amended

17) PAYMENT

A) deadline: must be made within 4 days of making reservations

Paragraph 18)A) is amended

18) TICKETING

A) deadline: must be made within 4 days of making reservations

Resolution: 078t Page: 2

5 Paragraph 20)A)1) is amended

20) REBOOKING AND REROUTING

A) 1) a) rebooking:

- i) outbound portion of the pricing unit: not permitted
- ii) inbound portion of the pricing unit: permitted at a charge of CAD175/USD125 per transaction; such transaction must be made not later than the day of the flight being changed
- b) rerouting: not permitted
- The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

PTC123 0028 GVA, Oct 97



International Air Transport Association

IATA Centre, Route de l'Aéroport 33 P.O. Box 416 CH-1215 Geneva 15 Airport Switzerland

7 November 1997

MEMORANDUM

PTC123 0031

TO:

Members Participating in Tariff Coordinating Conferences

FROM:

Director, Tariff Affairs and Conferences

SUBJECT: TC123 Passenger Tariff Coordinating Conference

Geneva, 6-9 October 1997

TC123 North, Mid, South Atlantic Minutes

Attached are the Minutes of the 88th Meeting of Passenger Tariff Coordinating Conference 123 - North, Mid, South Atlantic, which was held in Geneva, 6-9 October 1997, under the Chairmanship of Mr L Heath.

Jurek Delimata

Manager, Tariff Affairs and Conferences

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PASSENGER TARIFF COORDINATING CONFERENCE 123 NORTH, MID, SOUTH ATLANTIC

GENEVA, 6-9 OCTOBER 1997

MINUTES

OPENING OF MEETING

- The Chairman, Mr L Heath, opened the 88th Meeting of Passenger Tariff Coordinating Conference 123 North, Mid, South Atlantic, at 0930 hours on Monday, 6 October 19-7. The Conference had been convened by Memorandum PTC COMP 359, dated 31 January 1997.
- As with all traffic conference meetings, this meeting had imm. ..ity from US anti-trust laws on the condition that all agreements were submitted for specific approval by the US authorities. IATA would submit the agreements to the DOT in accordance with this condition. In addition, IATA's Board of Governors had determined that any agreement reached at this meeting must not be put into effect prior to its declaration of effectiveness. This ruling is contained in the Provisions for Conduct of the IATA Traffic Conferences and must be complied with to ensure continued immunity.

ATTENDANCE RECORD

3 The Attendance Record is at Attachment 'A'.

DETERMINATION OF VOTING MEMBERSHIP

4 The Voting Membership for the area is at Attachment 'B'.

EXAMINATION OF CREDENTIALS OF ACCREDITED REPRESENTATIVES AND ALTERNATES

The accreditation received by the Secretariat was examined and found to be in accordance with the Provisions for the Conduct of the IATA Traffic Conferences.

RELATIONS WITH THE PRESS

The Conference was reminded that relations with the press are governed by Resolution 035.

STATUS OF AREA

7 The Status of Area is at Attachment 'C'.

APPROVAL OF MINUTES OF PREVIOUS MEETINGS

8 The Minutes of the following meeting were approved:

Passenger Tariff Coordinating Conference 123 North/Mid/South Atlantic Geneva, 26 September-4 October 1996 Memorandum PTC123 0008 dated 5 November 1996

AMENDMENTS TO RESOLUTIONS MANUAL

Amendments made to the TC123 North, Mid, South Atlantic Resolutions Manual since its issuance in December 1996, were circulated for Members' information.

ITEMS FOR EXPEDITED EFFECT 1 JANUARY 1998

TC123 NORTH, MID, SOUTH ATLANTIC

RESOLUTION 002q - TC123 NORTH, MID, SOUTH ATLANTIC SPECIAL AMENDING RESOLUTION

- To be consistent with the action taken at the recent TC23 Europe-South East Asia and TC31 North and Central Pacific Conferences, it was agreed to increase all fares from Malaysia by 4% and from Thailand by 7% to the North, Mid and South Atlantic, effective 1 January 1998. This was actioned by Resolution 002q.
- 11 A further increase of 3% from Malaysia and Thailand effective 1 July 1998 was included in the 1 March 1998 package.

RESOLUTION 015v - ADD-ON AMOUNTS (EXCEPT IN USA)

Interior Points in China

12 CA withdrew their proposal to add/amend add-on amounts in China to reflect changes in domestic fares as this had been already actioned by a Resolution 015v filing.

DEVELOPMENT OF PACKAGE FOR EFFECT 1 MARCH 1998

TC123 NORTH ATLANTIC

STANDARDISATION OF NORMAL AND SPECIAL FARES RESOLUTION TEXT

- To achieve greater consistency and standardisation, the Secretariat proposed to make certain editorial amendments. Following a review by the Conference, these amendments were included in the appropriate normal fares Resolutions. The proposed amendments to special fares were similarly reviewed and actioned in the appropriate Resolutions where agreed.
- Discussion took place on the text of Paragraph 14)a)2)a) where it was proposed to amend the word "within" to "in", e.g. combinations only permitted with fares in TC1, etc. Carriers felt that it was not clear whether the emphasis was placed on the combinations or the fares. The amendment was not actioned and the Conference requested that the problem be referred to the Resolution Advisory Panel for solution.

CHARGES IN RESOLUTIONS

- The charges in the text of the TC123 North Mid and South Atlantic Resolutions were circulated to the Conference for information purposes.
- DL proposed to increase stopover charges where possible in North Atlantic Resolutions as the current charges were not consistent with those in other areas.
- Although there was no opposition to increasing the US Dollar amount for stopover charges from USD100 to USD125, AI and PK were not prepared to accept such an increase in local currency charges from India and Pakistan. Discussion resulted amended charges of INR3600 in Resolution 071cc and of PKR4000 in Resolution 071f. Other amended charges proposed by DL were not opposed and were included in the appropriate Resolutions.
- DL also proposed to adjust the Minimum Tour Price in Resolution 071cc to create parity with US Dollar levels. This proposal was agreed and revised amounts of INR7200/LKR11800 were included in the Resolution.

India, Pakistan

UA proposed to increase all Indian and Pakistani Rupee charges to be on a par with US Dollar equivalents. They accepted the action takes as a result of the DL proposal and the remainder of their submission was referred to the Mid and South Atlantic discussions.

GOVERNMENT ACTION ON IATA PACKAGES

Bangladesh

- BA questioned the position of the Bangladeshi government on this area. Approval of the IATA package had been historically difficult to achieve and several packages had not been implemented from Bangladesh to the USA and Canada. To this end, BA sought clarification from IATA regarding the current position on the last package and the approval process from Bangladesh.
- The Secretary explained that although the Secretariat currently undertook filings with the government of Bangladesh, they hardly ever received a response. When Tariff Coordination expanded its operations in Asia by opening a regional office in Singapore in November 1997, it was intended that a visit would be made to Biman Bangladesh Airlines and, through their offices, to the Bangladeshi CAA to discuss filing and approval procedures.

RESOLUTION 001a - TC123 NORTH ATLANTIC SPECIAL APPLICABILITY RESOLUTION

Resolution 001a listed the Resolutions that had been adopted for application between points in TC1 and points in TC3 except South West Pacific. These were Resolutions 001i, 047m, 057m, 067m, 071cc, 071f, 071nn, 071p, 072n, 072w, 073aa, 073bb, 073f, 073vv, 074mm, 078t, 115v and 311n.

RESOLUTION 002 - TC123 NORTH ATLANTIC REVALIDATING/AMENDING RESOLUTION

- Resolution 002 revalidated Resolutions 001i, 115v and 311n for application between points in the TC123 North Atlantic Subarea.
- The Attachment to Resolution 002 actioned amendments to fares Attachments to Resolutions as developed during the Conference. This is at Attachment 'D' to these Minutes.

CHANGES TO THE FARES STRUCTURE

Introduction of Fares between Ashkhabad and TC1

25 LH proposed to introduce fares between Ashkhabad and TC1 at the same levels and conditions as those to/from Ekaterinburg. This was originally opposed by DL NW because of the distance between Ashkhabad and Ekaterinburg and while the proposal was acceptable for normal fares and westbound special fares, it was felt by NW that eastbound special fares would be more appropriately established at the Tashkent levels less USD100 or even USD50.

However, upon further reflection LH advised their requirement that the original proposal be included in the package. This was actioned for normal fares and for fares under Resolution 072w - Excursion Fares between Canada, Mexico, USA and Kazakhstan, Russia, Uzbekistan. The application and title of Resolution 072w was amended by the addition of Turkmenistan.

Despecification of Round Trip Normal Fares - Resolutions 047m, 057m, 067m

- AC BA UA proposed to despecify round trip normal fares to align with other Conference areas and due to commercial requirements. It was noted that round trip fares under these Resolutions existed from India and from Pakistan. The proposals were supported by DL LH NW but opposed by AI PK.
- It was PK's corporate policy to maintain fares that were specified. They did not experience the consistently strong traffic demand referred to by other carriers and the discount of 7%-10% on a round trip ticket was an added incentive to passengers to purchase a round trip ticket. AI echoed PK's comments and were not in a position to double the one way fares to achieve the round trip at this time.
- Carriers urged AI and PK to reconsider their positions on this issue. It appeared that traffic loads were heavy for some carriers and, to align the structure with that existing in other areas, despecification was a firm requirement of the three proponents. They also noted that this proposal had been made to previous TC123 Conferences without success.
- PK later agreed to despecification of the round trip fares but this was in the context of an overall package in which various issues were linked. If the fares were despecified, then PK would accept no further increases; if they remained specified, PK would accept an increase of 3% in normal and special fares. Round trip normal fares were despecified from Pakistan and the package contained no commercial increases from Pakistan in either normal or special fares.
- AI remained firmly opposed to despecification of round trip fares from India for commercial reasons. However, they were able to consider application of a differentiated increase to one way and round trip levels with a higher increase applied to the one way fares in an endeavour to alleviate the problem for the proponents of despecification. A 5% increase was applied to normal and special fares from India and it was agreed that round trip normal fares would be re-established at 185% of the final one way levels. AC BA DL NW UA recorded their disappointment at the continued specification of the round trip fares from India, yet again, but took consolation from the and re-establishment of the fare levels at 185% of the one way fares. However, AC remained firmly opposed to the continued specification of round trip normal fares from India.
- Carriers expressed their appreciation to AI and especially to PK for the moves they had made to accommodate carriers' requirements. PK made it clear that this action, with the inherent increases, precluded application of any further increase in normal fares or special fares from Pakistan.

33 Further discussion is reflected at final voting.

Despecification of Fares from India, Pakistan

- 34 UA proposed to despecify fares from India, Pakistan to Los Angeles, San Francisco, Seattle, Vancouver and to construct the fares by add-on. AI PK were opposed; for PK, it was inconsistent with their Company policy to despecify fares and to construct them by add-on. The proposal would reduce their yields and would result in commercial problems. AI's concern related to the lower fare levels that would result from the despecification and creation of add-ons.
- 35 UA were not in favour of fare reductions and clarified that, in connection with despecification of the points, they would review the add-on tables in order to avoid any decrease in revenue.
- Westbound from Pakistan, only normal fares currently were specified and UA limited their proposal from India to normal fares. AI were not opposed to despecification of normal fares from India to the points proposed by UA and this was included in the package. However, PK maintained their opposition from Pakistan.
- 37 Support for the proposal to despecify normal fares from Pakistan to the West Coast US and Canadian points was recorded by AC BA DL LH NW. Further, AC suggested that fares to Toronto be despecified from India and Pakistan and constructed by add-on over Montreal. This was opposed by AI PK but AC later requested that both Vancouver and Toronto be deleted from the proposal and they would give further consideration to despecification prior to the next Conference. At the time of final voting, DL suggested that fares from Vancouver be re-established at the levels constructed to Seattle. There was no opposition to this proposal.
- The package included despecification of normal fares from India to Los Angeles, San Francisco and Seattle. The proposal was considered defeated insofar as fares from Pakistan were concerned.

Establishment of Midweek/Weekend Pricing Differential

From South Asian Subcontinent to Canada, Mexico, USA

39 BA proposed to establish a midweek/weekend pricing differential to all fare types from South Asian Subcontinent to Canada, Mexico and USA. The new weekend levels would reflect a differential of INR2000/GBP50/USD50 or equivalent in local currency above the applicable midweek fares. The midweek fares would be the current levels, increased as proposed by BA. The weekend period was defined as Monday through Thursday and the weekend as Friday through Sunday inclusive.

- A vote on the proposal revealed the support of AC NW UA but it was opposed by AI LH PK. AI's opposition was based on application of a differential for normal fares which were already at a high level but they reserved their position as far as special fares were concerned. LH held a similar position to AI and were firmly opposed to a weekend surcharge for normal fares. While they favoured the surcharge for special fares, they believed it would be impossible to implement in the Indian and Pakistani markets. To this end, LH favoured increases to the base levels. Apart from the fact that PK saw no growth in the current market and no increased demand at weekends, neither they nor their authorities were in favour of fares increases or increased charges. The proposal was defeated in respect of normal fares and in respect of normal and special fares from Pakistan.
- As far as special fares were concerned from the rest of the South Asian Subcontinent, AI were able to accept a weekend differential of USD40 (INR1429) in the basic season and USD60 (INR2143) in the high season but this was opposed by AC DL LH. LH remained sceptical with regard to implementation of the surcharge but, as the national carrier had been able to compromise, LH abstained. AC also abstained on the definition of the weekend as being Friday through Sunday. DL were opposed to the lack of uniformity in the basic season where AI could accept USD40 and not USD50.
- From South Asian Subcontinent, except from Pakistan, the proposal was included in the package as developed except that the Indian Rupee amounts were rounded up to INR1500 basic and INR2150 peak. In addition to the US Dollar amounts of USD40 basic and USD60 peak, weekend differentials of LKR2380 basic and LKR3570 were included.

From India, Pakistan to Canada, Mexico, USA - Resolutions 071f, 071cc, 072n, 073aa

DL proposed to establish a midweek/weekend structure for the above Resolutions from India, Pakistan to increase revenue on peak days of the week. Their definition of weekend, both eastbound and westbound was Friday through Sunday inclusive. The weekend levels would be established at the final conference agreed seasonal amounts plus USD50/INR1790/PKR2000 for the basic season and USD60/INR2145/PKR2500 for the peak. This was considered dealt with in the context of BA's proposal above.

From Japan - Resolutions 047m, 067m

NW proposed to introduce midweek/weekend pricing differentials to place a premium on peak travel days and to optimise revenue opportunities. They proposed to establish weekend fare levels at JPY10000 over the new midweek levels and defined weekend days from Japan as Saturday and Sunday and weekend days to Japan as Friday and Saturday.

- The proposal was opposed by JL LH. JL echoed LH's previous comment concerning application of a surcharge on normal fares which remained valid for this proposal. In addition, JL advised that the increase involved would not be accepted by the Japanese market. A similar proposal made by NW under TC31 Resolutions 046g and 066q had been defeated in that Area and, apart from their other reasons for opposition, JL would not consider the proposal in isolation on the TC123 routes.
- 46 The proposal was defeated.

From Canada, Mexico, USA to India, Pakistan Resolutions 071f, 071nn, 073bb, 078t

- DL proposed to realign the midweek/weekend formula to reflect previous relationships prior to application of the fuel increases and to establish consistency to India and Pakistan.
- They advised that the weekend levels to India and Pakistan would be established by taking the conference agreed seasonal amounts plus the following differentials: from Canada: shoulder/peak CAD80 and basic CAD60; from Mexico, USA: shoulder/peak USD60 and basic USD50. There was no opposition to this proposal which was included in the package.

Between South Asian Subcontinent, South East Asia and Canada, Mexico, USA

- 49 AC proposed to establish/re-establish weekend levels at USD60, or equivalent in local currency, over the final midweek levels. The proposed periods for Resolutions 071cc and 072n to be the same as those applicable in Resolutions 071p and 073f, i.e. Friday, Saturday and Sunday. AC accepted the Eastbound formula as agreed above of CAD80/60 and USD60/50 for the peak and basic periods and suggested this be converted to local currency for westbound application.
- AC suggested a formula of USD60/60/50 converted to local currency for the basic, shoulder and peak periods from South East Asia in Resolutions 071p and 073f. LH NW UA reserved their positions on the proposal as it was felt that the levels from South East Asia were already sufficiently high. The weekend surcharges remained at status quo to and from South East Asia.

GENERAL CHANGES TO FARES CONDITIONS

CHILDREN'S FARES

Resolutions 047m, 057m, 067m

A BA proposal to increase children's normal fares from 67% to 75% was supported by AC AI DL NW UA but opposed by JL PK. DL JL proposed to amend children's fares from Japan from the current 50% of the applicable adult fare to 67% for intermediate and economy class fares. JL clarified that they required 67% both to and from Japan. PK were unable to accept an increase at this time and required that children's fares from Pakistan remain at 67%. There was no opposition to amending the general rule to 75% with exceptions at 67% to/from Japan and from Pakistan. UA's proposal to increase children's fares under Resolution 067m to 75% was dealt with in the context of the above.

Special Fares

AC BA DL UA proposed to increase fares to 75% of the applicable adult fare wherever they were currently lower. This would involve cancelling the exception from Pakistan at 67% in Resolutions 071f and 072n and to increase the fares to 75% as a general rule in Resolution 073aa. The proposals were supported by AI LH NW but opposed by PK. PK had recently increased children's fare from 50% to 67% from Pakistan and were not prepared to further increase them at this However, as part of the negotiations at a later stage, PK accepted that children's special fares be increased to 75% and this was actioned in Resolutions 071f, 072n and 073aa.

REFUND FOR CANCELLATION AND NO-SHOW

Normal Fares - Resolutions 047m, 057m, 067m

BA proposed to introduce a cancellation and no-show charge of 15% before departure and 25% after departure. This was opposed by AI CA DL JL LH NW PK who generally felt that normal fares must retain their current liberal and flexible conditions. PK clarified that they would be prepared to accept a small penalty before departure for totally unused tickets to cover the carrier's administrative costs. Although carriers were sympathetic towards the proposal, application was considered impractical. The proposal was defeated.

Resolutions 071cc, 071f, 071nn and 072n

NW proposed to introduce a cancellation penalty in Paragraph 19) to prevent misuse. Before departure, they proposed a full refund and, after departure, to include a non-refundable amount of USD100. A vote on the proposal was opposed by AI PK. AI did not wish to increase the already-existing administrative charge and PK pointed out that in the Pakistan market it was considered that a passenger had been already penalised by the requirement to pay an additional amount for a one way ticket for their inbound trip.

- The NW proposed text after departure provided for a refund of the difference between the fare paid and the applicable normal fare for the transportation used less USD100 of such difference. The text continued by stating that the non-refundable amount may be used as credit towards payment of any higher applicable fare and that the original non-refundable amount remained non-refundable; the new ticket and any subsequent reissues must be annotated 'NONREF/EXC'. AI were prepared to accept this provision eastbound while PK required certain amendments to be made before they could accept it eastbound or westbound. They required deletion of the reference to the "normal" fare and deletion of the reference to the amount of USD100.
- Deletion of the word "normal" caused concern to AC in that passengers not using the return portion of the excursion fare could use a one way APEX fare instead of the normal economy class fare. DL also pointed out that without reference to the normal fares, a passenger could change from an excursion fare with a validity of four months to one of six months at a cost of USD100 instead of being required to purchase a one way normal fare and they were opposed to this liberalisation.
- A vote on the proposal with deletion of the word "normal" but retention of the USD100 penalty was opposed by AC AI PK. AC continued to maintain that if an excursion fare ticket was issued prior to seven days before departure, then the passenger could claim that they qualified for a one way APEX. UA felt that was an arguable point and that the conditions must be made perfectly clear for front line staff to interpret.
- The proposal, as originally written, was eventually agreed eastbound although deletion of some text was later agreed as reflected under M/--. Discussions continued in an endeavour to find a solution westbound. From India, AI were prepared to accept inclusion of the reference to "normal" but sought deletion of the USD100 penalty. BA DL NW were opposed to this suggestion and BA pointed out that they had a proposal on the agenda for no refund after departure. DL referred to the "no-show" passenger who caused the airline to lose the revenue for a seat and this was another reason why they believed a USD100 penalty to be justifiable.
- Discussions continued at length on the proposal westbound, and AI were prepared to accept a penalty of USD50 from India AC BA DL UA reserved their positions on this proposal pending further development of the westbound package but DL expressed concern that the lesser amount of USD50 in this area could lead to endeavours to reduce the penalty in other areas apart from the problems that would arise in CRSs by having such an exception.
- PK were prepared to accept a penalty of PKR1000 before departure. After departure, they sought deletion of the word "normal" and deletion of the USD100 penalty. This was unacceptable to AC BA DL NW UA. Upon reinstatement of the word "normal" these carriers reserved their positions and PK abstained. The Chairman considered the proposal, as amended, to be agreed noting the five reservations. It was also decided that any text appearing after the monetary amount would be deleted. From the rest of South Asian Subcontinent, the proposal developed for eastbound application would apply.

- In summary, amendments were made to the following Resolutions which were presented to the Conference for voting purposes: Resolutions 071cc, 071f, 071nn and 072n.
- BA had made a proposal under Resolutions 071cc, 071f, 072n and 073aa that a charge be included in the Resolutions before departure of GBP50 or equivalent in local currency. After departure there would be no refund. A vote was taken on the proposal and this revealed the opposition of AI PK. A vote on eastbound application only was opposed by PK.
- The action developed during discussions on the NW proposal, as reflected above, remained unchanged for Resolutions 071cc, 071f and 072n. However, for Resolution 073aa DL appealed to PK to accept a charge of USD50 to cover the administrative cost of the refund procedure. This was unacceptable to PK and a penalty of PKR1000 remained from Pakistan before departure. After departure, as proposed by BA, no refund would be permitted.

EASTBOUND FARE LEVELS

Normal Fares from TC1

UA required a 10% increase on first class fares, 15% on intermediate class and 5% on economy class except status quo on fares to Brunei, China, Indonesia, Japan, Korea, Macau, Malaysia, Myanmar, Philippines, Singapore, Taiwan, Thailand and Vietnam. Other proposals had been made by LH for a 3% increase and by AC DL for a 5% increase in normal fares. Notwithstanding the diverse requirements, a vote on a 5% increase was not opposed and was included in the package with CA's reservation.

Special Fares from TC1

- Agenda submissions had been received from AC DL UA. AC UA sought a 5% increase, except that UA sought status quo from TC1 to the same points outlined in their proposal for normal fares. To adjust for increased costs, DL required a 3% increase on all fares.
- A vote on a 5% increase was opposed by CA UA. UA believed special fares from TC1 to South East Asia should remain at status quo and CA required status quo to China. A further vote on a 5% increase except status quo to South East Asia was not opposed and this formula was included in the package.

WESTBOUND FARE LEVELS

Normal Fares from TC3

- Proposals on the agenda had been made by AC BA DL LH NW UA. AC sought a 15% increase on all fares whereas BA required 15% from Bangladesh, India, Pakistan to Canada and USA. From Sri Lanka to Canada, USA they sought a 10% increase effective 1 June 1998. To adjust for increased costs and demand, DL required a 10% increase from TC3 except from India where they required a 20% increase to correct currency imbalances in the marketplace.
- In view of the limited fuel increases that were implemented from Japan and to be consistent with their proposal in the TC31 Area for Resolutions 046g and 066q, NW required a 5% increase on intermediate and economy class fares from Japan.
- Finally, UA sought a 10% increase on first class fares, 15% on intermediate and 5% on economy class fares except status quo from Brunei, China, Indonesia, Japan, Korea, Macau, Malaysia, Myanmar, Philippines, Singapore, Taiwan, Thailand and Vietnam. At the Conference, UA advised that the percentage increases in their proposal were now inappropriate and they sought a maximum of 5%.
- Expedited increases had been taken to fares from Malaysia and Thailand and it was agreed that a further increase of 3% would be applied on 1 July 1998.
- An initial vote on a 15% increase from TC3 was opposed by AI BA CA JL PK who commented as follows:
 - AI could accept a 5% increase form India.
 - BA could accept 15% as a general rule but suggested an exception be made for fares from Bangladesh at 5%. They also suggested that a 10% increase be applied to fares from Sri Lanka effective 1 July 1998 in line with action taken in other Areas.
 - CA were opposed to any increases from China via the AT routing.
 - JL could not accept increases from Japan but supported up to 10% increase from other points.
 - PK were opposed to increases from Pakistan.
- 72 There was no opposition to status quo from Japan or to a 5% increase from Bangladesh. A 3% increase from Malaysia, Thailand and a 10% increase from Sri Lanka were included in the package effective 1 July 1998.

- A vote on a 5% increase from India was opposed by AC BA DL UA who felt that a 10% increase should apply in view of the fact that only 5% of the 10% fuel increase from India had been approved.
- From China and Hong Kong SAR, CA required status quo. UA pointed out that normal fares from Hong Kong SAR were 5%-6% below those from other points in China (Beijing, Shanghai) and they requested that Hong Kong SAR take the same increase as other points in South East Asia. This was acceptable to CA and fares from Hong Kong SAR were included in the package with a 5% increase and from China fares remained at status quo. LH's reservation was noted.
- Because the levels from Korea were 5%-9% below those from Hong Kong SAR, UA suggested another 2% increase be applied from Korea. To this end, a 7% increase was included from Korea.
- Status quo from Pakistan was opposed by AC BA DL LH UA. DL pointed out that the eastbound one way fares were higher than the westbound round trip fares. In view of rising costs, carriers were unable to accept status quo from Pakistan. PK appreciated the need to improve yields and to cover increased costs but they believed that increases would serve only to exacerbate their currently depressed market situation.
- In conjunction with the proposal to despecify normal round trip fares from India and Pakistan, PK advised that either the fares could be despecified or increased; if the round trip fares were despecified then they would not accept further increases to normal fares from Pakistan. The package was developed on this basis.
 - From India, AI were unable to accept despecification and the package was developed to reflect a 5% increase from India with re-establishment of normal round trip fares at 185% of the one way levels.
- The package was developed as outlined above although further discussion and amendment took place at final voting.

Special Fares from TC3

- Proposals on the agenda had been received from AC BA DL LH UA. To adjust for increased costs, DL required a 6% increase on all fares except from India. From India, to correct currency imbalances in the marketplace, they required a 15% increase in fare levels.
- AC required a 10% increase while BA sought to increase all fares from Bangladesh, India, Pakistan to Canada, USA by 12%. From Sri Lanka to Canada, USA they required a 10% increase on all fares effective 1 June 1998.
- 81 LH UA required a 5% increase except that UA required status quo from Brunei, China, Indonesia, Japan, Korea, Macau, Malaysia, Myanmar, Philippines, Singapore, Taiwan, Thailand and Vietnam.

Discussion on special fares from TC3 followed the same pattern as for normal fares and an identical formula was included in the package for special fares as for normal fares.

PERIODS OF APPLICATION

For Members' information, the Secretariat had circulated the periods of application currently applicable on the TC123 North, Mid and South Atlantic routes. Proposals to amend the seasonal periods are reflected below.

Eastbound

Resolutions 071f, 071nn, 071p, 072w, 073bb, 073f, 073vv, 074mm, 078t

NW had a proposal on the agenda to amend slightly the periods of application of the above Resolutions for eastbound originating travel and this was agreed.

Westbound

Introduction of Shoulder Season from Bangladesh, India and Pakistan to TC1

- AC proposed to introduce a shoulder season in special fares from Bangladesh, India and Pakistan to TC1 with levels established at the mid point between the basic and peak season fares. The proposal was opposed by AI LH PK.
- AI had considered the proposal since its submission to the last Conference but they remained opposed to the introduction of a shoulder season at this time. From Pakistan the high season prevailed for seven months and, under the AC proposal, some of the high season became the new shoulder and PK saw this as dilution of revenue. LH suggested that the current peak season levels apply all year. However, the proposal was not pursued further and was ruled defeated.
- NW proposed to amend the periods of application of Resolutions 071cc, 071f, 071p, 072n, 072w, 073aa, 073f and 073vv for westbound originating travel and the outcome is reflected below.

Resolution 071cc, 072n

The peak period proposed by NW of 10 April-13 September and 11 December-31 January and BA suggested that this be expanded by seven days on all sides, i.e. 3 April-20 September and 4 December-7 February. The period of 3 April-20 September was acceptable to AI but they favoured the NW dates for the winter peak of 11 December-31 January.

As amended, the seasonal periods were opposed by BA UA who required the winter peak to commence on 4 December (BA) and to end on 7 February (UA). However, AI favoured the seasonal periods as amended and these were included in Resolution 071cc and in Resolution 072n from India.

Resolutions 071f, 072n, 073aa

PK preferred to maintain the seasonal periods from Pakistan at status quo as these were well known in their market - starting at the beginning of the month and finishing at the end of the month. NW accepted PK's requirement and the NW proposal in respect of Resolutions 071f, 072n and 073aa was defeated from Pakistan.

Resolutions 071p, 072w, 073f, 073vv

Revised seasonal periods for westbound originating traffic were agreed as proposed by NW for Resolutions 071p, 072w, 073f, 073vv.

RESOLUTION 071cc - EXCURSION FARES FROM SOUTH ASIAN SUBCONTINENT TO CANADA, MEXICO, USA

Stopovers

92 BA proposed to delete the exception from India under this clause which permitted one free stopover and one additional, currently at a charge of INR3100. This was defeated by the opposition of AI.

Transfers

BA proposed to amend Paragraph (A)3) which provided for two transfers in TC2 in each direction, to reflect one in TC2 in each direction. The proposal was opposed by AC DL NW UA who required the current provisions to remain in order to properly serve the market. The proposal was defeated.

Agents' Discounts

Paragraph 21) of the Resolution currently permitted agents' discounts from India. BA proposed to cancel this exception but the proposal was defeated by the opposition of AI.

Passenger Expenses

Currently from India, passenger expenses were only permitted at the international gateway in India. In order to permit carriers the freedom to not provide this service if not economically sensible, BA DL proposed to delete Paragraph 25) of the Resolution. Support for the BA DL proposals was recorded by AC LH NW UA.

AI wished to retain the clause and pointed out that the terms of governing Composite Resolution 102 - Passenger Expenses En Route were permissive rather than mandatory and therefore carriers could choose whether or not to absorb the passenger expenses. However, in view of the large amount of support for the proposal, AI abstained and Paragraph 25) was deleted from Resolution 071cc.

RESOLUTION 071f - EXCURSION FARES BETWEEN CANADA, USA AND PAKISTAN

Stopovers

97 BA proposed to delete the exception from Pakistan which permitted one free stopover and one additional, currently at a charge of PKR3000. The proposal was defeated by the opposition of PK

Agents' Discounts

Paragraph 21) of the Resolution currently permitted agents' discounts from Pakistan. BA proposed to cancel this exception but the proposal was defeated by the opposition of PK.

RESOLUTION 073aa - ONE WAY APEX FARES FROM PAKISTAN TO CANADA, USA

Cancellation of Resolution

- 99 AC proposed to cancel Resolution 073aa from Pakistan to Canada, USA. BA UA also proposed to cancel the Resolution because the fares diluted the full economy class revenue for one way traffic. DL JL LH NW supported cancellation of this facility.
- 100 PK wished to retain the fares which were used in their market and which bridged the gap between the excursion fares and the one way economy class fares.
- AC remained firmly opposed to retention of the Resolution which they had endeavoured to cancel for some time as they did not wish to interline at these fares. Conversely, PK remained firmly opposed to cancellation of the Resolution.
- 102 PK reminded the meeting of the many compromises they had made on issues to accommodate carriers' requirements. This was acknowledged by Members who expressed their appreciation to PK for their flexibility. However, cancellation of Resolution 073aa remained a firm requirement of the proponents.
- 103 The Chairman had no option but to defeat the proposals of AC BA UA and to include Resolution 073aa in the package. Further discussion on this issue is reflected at final voting.

DEVELOPMENT OF PACKAGE FOR EFFECT 1 MARCH 1998

TC123 MID ATLANTIC

STANDARDISATION OF NORMAL AND SPECIAL FARES RESOLUTION TEXT

- To achieve greater consistency and standardisation, the Secretariat proposed to make certain editorial amendments. Following a review by the Conference, these amendments were included in the appropriate normal fares Resolutions. The proposed amendments to special fares were similarly reviewed and actioned in the appropriate Resolutions where agreed.
- Discussion took place on the text of Paragraph 14)a)2)a) where it was proposed to amend the word "within" to "in", e.g. combinations only permitted with fares in TC1, etc. Carriers felt that it was not clear whether the emphasis was placed on the combinations or the fares. The amendment was not actioned and the Conference requested that the problem be referred to the Resolution Advisory Panel for solution.

CHARGES IN RESOLUTIONS

The charges in the text of the TC123 North Mid and South Atlantic Resolutions were circulated to the Conference for information purposes.

India, Pakistan

107 UA proposed to increase all Indian and Pakistani Rupee charges to be on a par with US Dollar equivalents. As a result of this proposal, the stopover charges in Resolution 071x were increased from INR2300/PKR2200 to INR2700/PKR3000 with the concurrence of AI PK.

RESOLUTION 001a - TC123 MID ATLANTIC SPECIAL APPLICABILITY RESOLUTION

108 Resolution 001a listed the Resolutions that had been adopted for application between points in TC1 and points in TC3 except South West Pacific. These were Resolutions 047n, 057n, 067n and 071x.

RESOLUTION 002 - TC123 MID ATLANTIC REVALIDATING/AMENDING RESOLUTION

109 Resolution 002 provided for amendments to fares Attachments to Resolutions for application between points in the TC123 Mid Atlantic sub-area. This is at Attachment 'D' to these Minutes.

CHANGES TO THE FARES STRUCTURE

Introduction of Fares between Ashkhabad and TC1

110 LH proposed to introduce fares between Ashkhabad and TC1 at the same levels and conditions as those to/from Ekaterinburg. RG reserved their position pending resolution of other issues but the proposal was included in the package.

Despecification of Round Trip Normal Fares - Resolutions 047n, 057n, 067n

111 As a consequence of the action taken in TC123 North Atlantic, round trip normal fares were despecified from Pakistan. From India round trip normal fares were re-established at 185% of the final one way levels. Discussion is reflected under the North Atlantic section of these Minutes.

GENERAL CHANGES TO FARES CONDITIONS

CHILDREN'S FARES

Normal Fares

DL JL proposed to amend children's fares from Japan from 50% to 67% of the applicable adult fare for intermediate and economy class fares in Resolutions 047n and 067n. There was no opposition to this proposal. BA proposed to increase children's fares to 75% of the applicable adult fare. Opposition to 75% was expressed by JL PK RG. JL required that an exception both from and to Japan be included at 67%. PK required that children's fares from Pakistan remain at 67% while RG sought an exception to and from Bolivia, Peru at 67%. Resolutions 047n, 057n and 067n were amended to reflect a general rule of 75% with exceptions to/from Bolivia, Japan, Peru and from Pakistan at 67%.

Special Fares

It was noted that all TC123 Mid Atlantic Resolutions currently provided for children's fares at 75% of the applicable adult fare except in Resolution 071x where there was an exception from Pakistan at 67%. BA DL proposed to delete this exception. RG were initially opposed but later abstained on deletion of the exception from Pakistan.

NORMAL AND SPECIAL FARE LEVELS

Eastbound from TC1

Normal Fares

RG proposed to increase first and intermediate class fares by 2% from South America. Based on requirements by LH UA, it was eventually agreed that a 5% increase would apply on normal fares from the Mid Atlantic, except from Bolivia and Peru where 2% would apply on first and intermediate class fares. At the suggestion of AR, the exception applied to first, intermediate and economy class fares. RG's abstention was recorded on the formula. CA also abstained on their requirement for status quo to China.

Special Fares

115 RG required that special fares remain status quo from South America but clarified that their requirement was from Bolivia and Peru. Following the normal fares formula, special fares from the Mid Atlantic were increased by 5% except from Bolivia and Peru where status quo was maintained. The remainder of special fares were increased by 5%

Westbound from TC3

Normal and Special Fares

- RG proposed to increase first and intermediate class fares by 2% to South America except to Bolivia and Peru where they required status quo. They later abstained on a 2% increase on normal fares to Bolivia and Peru. A 2% increase was included in the package for both normal and special fares from TC3 with exceptions as outlined below.
- 117 The same formula as developed on the North Atlantic was included in the package from Bangladesh (+5%), and, for effect 1 July 1998, from Malaysia, Thailand (+3%) and from Sri Lanka (+10%).
- 118 CA's requirement for status quo from China was included in the package although a 2% increase on first class and intermediate class fares from China was added at final voting. JL's requirement for status quo from Japan was agreed. Similarly, a 5% increase was included in the package from India but, at the request of RG, an exception was made on normal fares to Bolivia and Peru of 2% and status quo was maintained to Bolivia and Peru on special fares. Status quo was included from Pakistan.
- 119 LH UA reserved their position on the package and further discussion is reflected at final voting.

PERIODS OF APPLICATION

120 For Members' information, the Secretariat had circulated the periods of application currently applicable on the TC123 North, Mid and South Atlantic routes. There were no proposals on the agenda to amend the seasonal periods.

Westbound

Introduction of Shoulder Season from Bangladesh, India and Pakistan to TC1

Resolution 071x

AC withdrew their proposal to introduce a shoulder season in Resolution 071x from Bangladesh, India and Pakistan to TC1.

DEVELOPMENT OF PACKAGE FOR EFFECT 1 MARCH 1998

TC123 SOUTH ATLANTIC

STANDARDISATION OF NORMAL AND SPECIAL FARES RESOLUTION TEXT

- To achieve greater consistency and standardisation, the Secretariat proposed to make certain editorial amendments. Following a review by the Conference, these amendments were included in the appropriate normal fares Resolutions. The proposed amendments to special fares were similarly reviewed and actioned in the appropriate Resolutions where agreed.
- Discussion took place on the text of Paragraph 14)a)2)a) where it was proposed to amend the word "within" to "in", e.g. combinations only permitted with fares in TC1, etc. Carriers felt that it was not clear whether the emphasis was placed on the combinations or the fares. The amendment was not actioned and the Conference requested that the problem be referred to the Resolution Advisory Panel for solution.

CHARGES IN RESOLUTIONS

The charges in the text of the TC123 North Mid and South Atlantic Resolutions were circulated to the Conference for information purposes.

India, Pakistan

125 UA proposed to increase all Indian and Pakistani Rupee charges to be on a par with US Dollar equivalents. As a result of this proposal, the stopover charges in Resolution 071v were increased from INR2300/PKR2200 to INR2700/PKR3000 with the concurrence of AI PK.

126 Additionally, in Resolution 078v the Refund for Cancellation and No-Show penalties were increased from INR3100/PKR3000 to INR3600/PKR4000 and the Rebooking and Rerouting charges from INR2300/PKR2200 to INR2700/PKR3000.

GLOBAL ROUTINGS

127 Resolutions in the TC123 South Atlantic Subarea contained fare levels for travel via more than one global routing. For clarity, the Secretariat had amended the titles of all Resolutions in this Subarea to reflect the routings for which levels appear in the fares tables. As agreed in other Conference areas, the Application provisions under Paragraph 1) of special fares Resolutions were similarly amended and these amendments were reflected in the appropriat. Resolutions.

RESOLUTION 001a - TC123 SOUTH ATLANTIC SPECIAL APPLICABILITY RESOLUTION

Resolution 001a listed the Resolutions that had been adopted for application between points in TC1 and points in TC3 except South West Pacific. These were Resolutions 047o, 047s, 057o, 057s, 067o, 067s, 071v, 072yy, 078v, 078yy and 115b.

RESOLUTION 002 - TC123 SOUTH ATLANTIC REVALIDATING/AMENDING RESOLUTION

- Resolution 002 revalidated Resolution 115b for application between points in the TC123 South Atlantic Subarea.
- 130 The Attachment to Resolution 002 actioned amendments to fares Attachments to Resolutions as developed during the Conference. This is at Attachment 'D' to these Minutes.

CHANGES TO FARES STRUCTURE

Introduction of Fares between Ashkhabad and TC1

131 LH proposed to introduce fares between Ashkhabad (ASB) and TC1 at the same levels and conditions as to/from Ekaterinburg (SVX). The Chairman noted RG's reservation pending resolution of other issues and included the proposal in the package.

Despecification of Round Trip Normal Fares - Resolutions 047o, 047s, 057o, 057s, 067o, 067s

As a consequence of the action taken in TC123 North Atlantic, round trip normal fares were despecified from Pakistan. From India round trip normal fares were re-established at 185% of the final one way levels. Discussion is reflected under the North Atlantic section of these Minutes.

GENERAL CHANGES TO FARES CONDITIONS

CHILDREN'S FARES

Normal Fares

- 133 JL proposed to amend children's fares from Japan from the current 50% of the adult fare to 67% of the adult fare for intermediate and economy class fares in Resolutions 0470, 0670 and this was actioned by deletion of the current exception.
- 134 BA's proposal that all children's fares be amended to reflect 75% of the applicable adult fare, was defeated by the opposition of AR JL PK RG.
- DL withdrew their proposal to delete the exception from Brazil at 50% in Resolutions 0470, 047s, 0570, 057s, 0670 and 067s.

Special Fares

- 136 BA DL proposed that all special fares Resolutions be amended to provide a 75% fare for children where currently lower. This involved deletion of exceptions from Brazil and Pakistan in Resolutions 071v and 078v and an increase from 67% to 75% for all points in Resolutions 072yy and 078yy.
- 137 Resolutions 071v and 078v were amended by the deletion of the exception at 67% from Pakistan, with the concurrence of PK. The exception from Brazil at 67% remained.
- 138 The Chairman took a vote on increasing children's fares to 75% of the applicable adult fare in Resolutions 072yy and 078yy except from Brazil where the percentage would remain at 67%. This proposal was defeated by the opposition of RG.

NEW PROPOSALS

SA/AT Routings/Fares

139 CA informed Members that they would commence direct operations on a code-sharing between China and Brazil via Frankfurt in 1998. Compared with the SA fares, the current AT fares were unacceptable to the market and they believed that this opportunity should be taken to decrease the Atlantic fares to make them more realistic in the marketplace and to reduce the gap between PA and AT fares. CA proposed to apply SA fare levels on the AT routing and to eliminate the SA routing. They added that the Atlantic routing was more convenient compared with the Pacific routing and while it had shorter mileage and convenient transfers, the fare levels were illogical. RG supported the CA proposal.

- An initial vote on the proposal was opposed by JL LH. While JL were prepared to abstain on the proposal to/from China, they maintained their opposition when it was clarified that CA wished the proposal to be considered on an Areawide basis. LH were firmly opposed to any reductions in the fare levels on the AT routes and advised that status quo on special fares would be the maximum compromise they could consider.
- 141 As the discussions progressed, other carriers expressed concern at the implications inherent in the proposal. NW were hesitant to compare fare levels between different routings because of the different products, stopover possibilities, local economies and other conditions that that prevailed on the various routes.
- It was confirmed that for intermediate class from Rio de Janeiro to Beijing the differential between AT and SA fares was 20%; from Beijing to Rio de Janeiro it was 14%. However, there was no consistent pattern for differentials that existed from other South East Asian points for example, fares from Hong Kong SAR and Bangkok via AT were the same as, or very close to, the SA levels.
- 143 CA maintained the firm requirement to reduce the AT fares and LH remained equally firmly opposed. LH suggested that consideration be given to the relationship between SA/AT fares from Beijing and from Hong Kong SAR where the AT levels from Beijing were much higher than those from Hong Kong SAR. UA believed that the Hong Kong SAR levels should be increased rather than the Beijing levels decreased. NW shared this view and, while they appreciated CA's problem, they did not believe that a solution could be achieved in one step to a situation that had evolved over a period of years due to the different levels of increases applied to fares from Hong Kong SAR and fares from Beijing.
- It became apparent that a consensus on the solution proposed by CA would not be forthcoming due to carriers' firm opposition and the Chairman ruled the proposal defeated. During discussions on fare levels, however, action was taken to alleviate the situation by reducing normal fares from China (excluding Hong Kong SAR) via AT by 5% and special fares via AT by 10%; a 2% increase was applied to normal and special fares from China via SA. From Hong Kong SAR normal and special fares via AT were increased by 5% and via SA by 2%.
- 145 Further discussion is reflected at final voting.

Establishment of Fares via SA Routing

146 RG proposed to establish normal and special fare levels via the SA routing from South Atlantic points to points in South Asian Subcontinent and Japan, Korea and supplied proposed levels to the Conference. RG did not operate to the points proposed but could participate in the traffic on an interline basis. They received many requests for fare calculations from passengers who wished to extend their journeys in order to visit the points proposed. Currently, systems were unable to calculate the fares via SA as they existed only via AT.

- 147 A vote on the proposal to points in the South Asian Subcontinent was opposed by BA JL LH NW UA; to Japan, Korea it was opposed by BA JL LH. Carriers outlined their reasons for opposition as follows:
 - JL were against the concept of establishing a lower fare with the global indicator SA. For Japan, Korea, if a routing and mileage were established via Johannesburg, this would have a greater maximum permitted mileage than via AT and would result in dilution of revenue.
 - BA shared the view expressed by JL. They had not favoured this routing from the outset and it was expanding on routes which were not operated. To the South Asian Subcontinent, this would mean a reduction in intermediate class and excursion fares by approximately 20%.
 - UA were opposed to the inherent reductions on a routing which offered attractive stopover points. They did not believe such a proposal was necessary at this time.
 - LH supported the comments made by the previous speakers. Had been opposed to the introduction of the SA routing two years ago as they had feared application would spread. They would not accept this proposal.
 - NW believed this proposal would result in dilution of intermediate class traffic. They also believed that the proposal could result in an attempt to subsequently reduce fares via AT.
- 148 RG did not seek fare reductions; there was high demand for these fares in the South Atlantic market and they wished to offer their passengers the possibility to use them. The main reason for the proposal was to introduce the concept in order to provide fare quotations. AR supported the proposal and advised that the resultant reduction in fare levels would be minimal. PK supported the proposal and concurred with RG routes with shorter operated mileages should have cheaper fares available.
- 149 Discussions were unable to progress the issue further and it became apparent that the proposal would be unsuccessful. Carriers maintained their opposition and the Chairman ruled the proposal defeated.

NORMAL AND SPECIAL FARE LEVELS

Eastbound from TC1

Normal and Special Fares

150 RG proposed to increase first and intermediate class fares by 2% from South America. This was included in the package following the abstention of CA. LH reserved their position as they had required a 3% increase in normal fares. Special fares remained at status quo.

Westbound from TC3

Normal and Special Fares

- 151 RG proposed to increase first and intermediate class fares by 2% to South America. LH proposed 5%. An initial vote on the exception on 1 July 1998 for fares from Malaysia and Thailand at 3% revealed the opposition of AR RG and AR clarified that as they operated to Kuala Lumpur they did not wish to have different increases from Malaysia. However, this was eventually included in the package for normal and special fares.
- 152 A vote on a 2% increase on first and intermediate class fares (except from Malaysia and Thailand) revealed the opposition of CA JL LH UA.
- 153 CA were prepared to accept moderate increases in SA fares to and from China but not on AT fares where they had a proposal on the agenda for decreases. Further discussion resulted in a proposal by CA to reduce normal fares from Beijing via AT by 5% and special fares by 15%. LH were prepared to compromise on a decrease of up to 10% in special fares because of the distorted relationship between fares from Beijing and from Hong Kong SAR, provided SA fares were increased and fares from Hong Kong SAR were also increased.
- A vote was taken on a 5% decrease in normal fares from Beijing and a 10% decrease in special fares via AT; this was coupled with a 2% increase in all fares via SA. From Hong Kong SAR a 2% increase would apply on all fares. This vote was opposed by BA DL JL LH NW. JL stated that fares from countries surrounding Japan were lower than those from Japan and they did not favour decreases in the fare levels; however, they were prepared to abstain on the vote. BA reserved their position on the resultant levels while DL were opposed to the decreases and would have preferred that the Hong Kong SAR levels be increased. NW did not believe that reducing the AT fares was the right approach because similar action had not been taken on the North Atlantic routes; imbalances would be caused and the overall problem would remain. LH believed higher increases could be applied via SA.
- The vote was amended to reflect a 5% increase from Hong Kong SAR and from China via SA. This was opposed by AR RG. While AR could accept a 5% increase on AT routings from Hong Kong SAR they did not believe it was justified via SA. RG could abstain on a maximum of 2% increase from Hong Kong SAR via SA.
- 156 LH suggested that a 5% increase apply from China via SA on normal fares and that special fares remain at status quo. This was opposed by AR RG. LH then advised that they would abstain on a 2% increase from China via SA and the following vote was put to the Conference:

from China via AT normal fares reduced by 5%; from China via AT special fares reduced by 10%; from China via SA normal and special fares increased by 2%;

from Hong Kong SAR via AT normal and special fares increased by 5%; from Hong Kong SAR via SA normal and special fares increased by 2%.

- 157 BA reserved their position on this proposal and LH abstained. DL could accept the formula to Brazil but saw no justification to reduce fares to the rest of South America. However, limitation to Brazil was unacceptable to AR CA RG. Although DL were strongly opposed to the proposal they eventually abstained because of its importance to CA. Therefore, the proposal as outlined above was included in the package. Further discussion took place at final voting.
- Turning to the rest of TC3, JL required status quo from Japan. UA required that whatever formula was agreed for North Atlantic routes as far as Pakistan was concerned, equally apply on the Mid and South Atlantic routes. This was supported by PK. The package reflected status quo from Japan and Pakistan.
- 159 LH UA continued to require a 5% increase in normal fares and would accept status quo on special fares but although this was supported by AI BA DL NW it was opposed by RG. A compromise amount of 4% on normal fares was suggested and this was included in the package, noting the reservations of LH RG. Finally, a 5% increase was agreed from India and Bangladesh on normal and special fares. Normal round trip fares from India were re-established at 185% of the one way fares and normal round trip fares were despecified from Pakistan. As agreed in other areas, a 10% increase was included from Sri Lanka for effect 1 July 1998, in addition to 3% from Malaysia and Thailand.

PERIODS OF APPLICATION

160 For Members' information, the Secretariat had circulated the periods of application currently applicable on the TC123 North, Mid and South Atlantic routes. Proposals to amend the seasonal periods are reflected below.

Eastbound/Westbound

Resolution 072yy

RG proposed to amend the current seasonal periods to shorten the peak and to extend the basic seasons. The exceptions to the seasonal periods from India and from Pakistan remained unchanged. As slightly amended by RG, the revised seasonal periods were included in the package.

Westbound

Introduction of Shoulder Season from Bangladesh, India and Pakistan to TC1

AC withdrew their proposal to introduce a shoulder season in special fares from Bangladesh, India and Pakistan to TC1.

RESOLUTION 072yy - EXCURSION FARES BETWEEN SOUTH ATLANTIC AND SOUTH EAST ASIA VIA SA

Maximum Stay

- 163 The current maximum stay of three months was insufficient as far as RG were concerned and they required an extension to six months. This was coupled with their previously mentioned proposal to amend the seasonal periods.
- 164 LH reserved their position on the proposal based on their concern that different conditions were being established for different routings. However, the Resolution was amended to reflect a maximum stay of six months. Further discussion is reflected at final voting.

FINAL VOTING - FOR EXPEDITED EFFECT 1 JANUARY 1998

165 The following Resolution for expedited effect 1 January 1998 was presented to the Conference for voting:

Resolution 002q - TC123 North, Mid, South Atlantic Special Amending Resolution

166 There was no opposition and Resolution 002q was adopted.

FINAL VOTING - PACKAGE FOR EFFECT 1 MARCH 1998

TC123 NORTH ATLANTIC

167 The Chairman's Package as developed during the Conference for the TC123 North Atlantic sub-area comprised the following Resolutions:

Resolution 001a	Special Applicability Resolution
Resolution 001i	General Escape Resolution
Resolution 002	Revalidating/Amending Resolution
Resolution 047m	Intermediate Class Fares
Resolution 057m	First Class Fares
Resolution 067m	Economy Class Fares
Resolution 071cc	Excursion Fares from South Asian Subcontinent
	to Canada, Mexico, USA
Resolution 071f	Excursion Fares between Canada, USA and
	Pakistan
Resolution 071nn	Excursion Fares from Canada, Mexico, USA
	to South Asian Subcontinent
Resolution 071p	Excursion Fares between Canada, Mexico, USA
	and South East Asia
Resolution 072n	Excursion Fares from India, Pakistan to Canada,

USA

Resolution 072w Excursion Fares between Canada, Mexico, USA

and Kazakhstan, Russia, Turkmenistan,

Uzbekistan

Resolution 073aa One Way APEX Fares from Pakistan to Canada,

USA

Resolution 073bb APEX Fares from Canada, USA to India

Resolution 073f One Way APEX Fares between Canada and South

East Asia

Resolution 073vv APEX Fares between Canada, USA and South

East Asia

Resolution 074mm PEX Fares from Mexico to India, Pakistan

Resolution 0780 PEX Fares from USA to India

Resolution 078t PEX Fares from Canada, Mexico, USA to India

Resolution 115v Meeting Competition

Canada, USA-Indonesia, Malaysia, Singapore,

Thailand, South Asian Subcontinent

Resolution 311n Excess Baggage Charges to/from Canada

Voting Record

168 The Chairman took a vote on the package and the voting record was established as follows:

No support for the package was recorded.

Abstentions on the package were recorded by AR CA JL NW PK.

Opposition to the package was recorded by AC BA DL LH UA.

169 Reasons for opposition were given as follows:

AC required that normal round trip fares be despecified from India as they had

been from Pakistan;

required cancellation of one way APEX fares from Pakistan under

Resolution 073aa.

BA abstained because they had not achieved complete satisfaction on their proposal to introduce a midweek-weekend pricing differential although they

thanked AI for the endeavours they had made to compromise on this;

also abstained on the incomplete despecification of round trip fares although this was an issue about which they felt most strongly. BA thanked PK for their co-operation in this respect and thanked AI for their movement to reestablish the round trip levels at 185% of the one way fares; were opposed to the defeat of their proposal with regard to charges for refund for cancellation and no-show but this had been superseded by NW's proposal. Although they had hoped for stronger action they would abstain on this issue;

were opposed to inclusion in the package of one way APEX fares under Resolution 073aa from Pakistan, particularly given the position of PK with regard to no increases on normal fares. BA suggested a 5% increase be applied to fares under Resolution 073aa.

DL required cancellation of Resolution 073aa - One Way APEX Fares from Canada, USA to Pakistan.

were opposed to continued specification of normal fares from Pakistan to Los Angeles, San Francisco and Seattle; they also favoured increasing the Vancouver levels to the constructed levels for Seattle in order that a parity between fares from India and Pakistan was maintained.

were disappointed at the low increases from India and lack of increases from Pakistan but could abstain;

abstained on inclusion in the package of round trip normal fares from India;

LH maintained a reservation on the 7% increase applied to special fares from Korea which was higher than the increase to normal fares but later abstained;

were opposed to status quo in fares from China;

were opposed to an exception at 67% for children's normal fares eastbound from TC1 to Japan;

could not accept continuation of Resolution 073aa from Pakistan.

UA were opposed to inclusion in the package of one way APEX fares under Resolution 073aa from Pakistan;

required despecification of fares from Pakistan to the US West Coast as had been undertaken from India;

had abstained on the winter peak period from India which they believed was too short;

sought despecification of round trip normal fares from India but could abstain on this issue.

Discussion on and Removal of Negative Votes

Normal Fare Levels from China

- 170 LH sought a 2% increase in normal fares from China in view of the general increase from TC3 of 5%. CA were opposed to this proposal and also to the LH suggestion that the increase apply only to intermediate class fares. However, they were prepared to accept an increase of 2% on first and intermediate class fares from China but this was conditional upon the South Atlantic package remaining as developed.
- 171 The Chairman included a 2% increase in the package on normal first and intermediate class fares from China (excluding Hong Kong SAR).

Children's Normal Fares

- 172 LH were opposed to the exception at 67% for children's fares to Japan and found this requirement to be unreasonable towards other carriers. JL appreciated the comments of LH. However, they had increased their children's fares to 67% of the adult fare this year and were unable to accept any further amendments whatsoever at this time such as cancellation of the exception to Japan. They would apprise their authorities of the situation in this regard.
- 173 LH remained dissatisfied that amendments could not be made to the Resolutions and that these could then be presented to governments to demonstrate carriers requirements. However, LH abstained on this issue.

Cancellation of Resolution 073aa

- 174 AC BA DL LH UA sought cancellation of Resolution 073aa One Way APEX Fares from Pakistan to Canada, USA. PK recalled the many compromises that they had made during the Conference and advised that Resolution 073aa must remain as part of the structure.
- 175 BA had suggested that the fares be increased by 5%. PK reiterated that they could accept an increase to all fare types not to Resolution 073aa in isolation provided that the round trip normal fares remained specified. However, if carriers wished to maintain despecification of the round trip normal fares in the package, then PK could accept no further increases.
- AC recalled DL's suggestion during the Conference that the conditions be amended to reflect an all-year seasonality at the peak season fare level. This was unacceptable to PK because of the added complexity it would create to the standard seasonality which applied from Pakistan. In addition, the peak period prevailed for seven months of the year and the basic season during a five months period of low traffic demand. It would be during these five months that the fares would increase by 10% if all-year levels applied.

- 177 Carriers were extremely concerned at the continuation of these fares which diverted traffic from the normal economy class fares and, from the standpoint of revenue control, were difficult for carriers to control in their systems.
- 178 In an endeavour to progress the Conference and to enable carriers to abstain, PK suggested that fares under Resolution 073aa be increased by 3%. BA DL LH UA thanked PK for their co-operation, once again, and were able to abstain on this item. However, AC remained in a negative position.
- 179 As far as AC were concerned, they did not wish to interline at this fare and required that they be excluded from the conditions and fares attached to Resolution 073aa. The problem was related to the reservations booking designator, but they would be unable to accept these fares until such time as they had control of the sub-classes sold through interline sales. It was established that the exclusion required by AC, coupled with a 3% increase in the fare levels of Resolution 073aa, would be unacceptable to AI BA DL PK. UA believed that this was not an issue to be voted on as it was already the option of every carrier to opt out it if they wished.
- 180 AC were not prepared to accept a blackout of the fares to Canada during the peak period. It was then suggested that the fares apply at the peak level all year but this was now similarly unacceptable to AC.
- 181 Upon reverting to this issue at a later stage, AC withdrew their requirement to be excluded from application of the fares and conditions of Resolution 073aa. It was agreed that the seasonality would be retained from Pakistan but that the fare levels would be increased by 3%. AC BA DL UA abstained on this issue. AC hoped that PK would be able to submit a proposal to the next Conference for cancellation of Resolution 073aa.

Despecification of Normal Fares from Pakistan to US West Coast points One Way Normal Fare Levels from Pakistan

- DL expressed their concern that by leaving the fares specified from Pakistan to US West Coast points, carriers would not have the benefit of increases in add-ons and it would be in PK's best interests to accept despecification. However, PK remained opposed to despecification.
- 183 UA were opposed to continued specification of normal fares from Pakistan to Los Angeles, San Francisco, Seattle and Vancouver; in order to abstain they would require a 10% increase in the one way normal fare levels.
- 184 The issue was finally resolved by application of a 5% increase on first class and intermediate class fares from Pakistan to Los Angeles, San Francisco, Seattle and Vancouver. The abstentions of DL UA were recorded.

Status of Package

185 There remained no opposition to the TC123 North Atlantic package.

FINAL VOTING - PACKAGE FOR EFFECT 1 MARCH 1998

TC123 MID ATLANTIC

186 The Chairman's Package as developed during the Conference for the TC123 Mid Atlantic sub-areas comprised the following Resolutions:

Resolution 001a Special Applicability Resolution
Resolution 002 Revalidating/Amending Resolution
Resolution 047n Intermediate Class Fares

Resolution 057n First Class Fares
Resolution 067n Economy Class Fares

Resolution 071x Excursion Fares between Mid Atlantic and Korea,

South Asian Subcontinent, South East Asia

Voting Record

187 The Chairman took a vote on the package and the voting record was established as follows:

AR recorded their support for the package.

Abstentions on the package were recorded by AI BA CA DL JL NW PK. Opposition to the package was recorded by LH RG UA.

LH were opposed to the 2% westbound general increase as they had required 5%; were dissatisfied with status quo on fares from China and with the exception at 2% made to the increase from India to Bolivia and Peru;

were opposed to the exception at 67% to the 75% general rule for children's normal fares to Bolivia, Japan and Peru but could abstain on this issue.

RG did not believe there was sufficient reason to justify establishment of fares to/from Ashkhabad at the Ekaterinburg levels but would abstain on this issue;

UA abstained on the continued specification of round trip normal fares from India;

were opposed to the increases from India being limited to 2% on normal fares to Bolivia, Peru and no increase from India to Bolivia, Peru on special fares; they saw no reason for the increases from India to be different from those agreed for the North and South Atlantic routes.

Discussion on and Removal of Negative Votes

Westbound Normal Fare Levels

From China (excluding Hong Kong SAR)

The Chairman took a vote on a 2% increase on normal fares from China. CA RG were opposed. CA advised that they could abstain on a 2% increase in first class and intermediate class fares. Based on CA's comment, RG did not wish to remain in isolated opposition and similarly abstained. The package was amended to reflect a 2% increase in first class and intermediate class fares from China (excluding Hong Kong SAR).

From India

189 The Chairman took a vote on a 5% increase in normal fares from India with no exceptions. RG were opposed to this action but abstained. In thanking RG for their movement in respect of the fare levels LH UA abstained on the package.

Status of Package

190 There remained no opposition to the TC123 Mid Atlantic package.

FINAL VOTING - PACKAGE FOR EFFECT 1 MARCH 1998

SA

TC123 SOUTH ATLANTIC

The Chairman's Package as developed during the Conference for the TC123 South Atlantic sub-areas comprised the following Resolutions:

Resolution 001a	Special Applicability Resolution
Resolution 002	Revalidating/Amending Resolution
Resolution 047o	Intermediate Class Fares via AT
Resolution 047s	Intermediate Class Fares via SA
Resolution 057o	First Class Fares via AT
Resolution 057s	First Class Fares via SA
Resolution 067o	Economy Class Fares via AT
Resolution 067s	Economy Class Fares via SA
Resolution 071v	Excursion Fares between South Atlantic and Korea, South
	Asian Subcontinent, South East Asia via AT
Resolution 072yy	Excursion Fares between South Atlantic and South East Asia
	via SA
Resolution 078v	PEX Fares between South Atlantic and Korea, South Asian
	Subcontinent, South East Asia via AT
Resolution 078yy	PEX Fares between South Atlantic and South East Asia via

Resolution 115b

Meeting Competition Brazil-Hong Kong SAR, Thailand

Voting Record

192 The Chairman took a vote on the package and the voting record was established as follows:

No support was recorded for the package. Abstentions on the package were recorded by AI AR CA JL NW PK. Opposition to the package was recorded by BA DL LH RG UA.

Abstention

193 NW abstained on the reduction of fares from China via AT as they did not believe this action addressed the core of the structural problem.

Opposition

194 The opposing carriers commented as follows:

BA were concerned at the reduction in fares from China via the AT routing and because the increase in fares via SA had been limited to 2%. However, they reserved their position pending an opportunity to check the levels;

had endeavoured to understand the position of CA and RG but had considerable difficulty with the extension of validity of the SA excursion fares from three to six months under Resolution 072yy while the validity remained at three months for the excursion fares via the AT routes in Resolution 071v. They sought at least equality via the two routings.

DL appreciated the movement made by carriers to increase children's fares but the exceptions from Brazil remained. They hoped that RG would be able to take a different position on this issue in future;

were opposed to the reduction of AT fares on the South Atlantic routes which would impact on other routes; they would very reluctantly abstain on this issue from China. They were now experiencing the destructive effects of the reluctant decision they had made two years ago to introduce the fares and they would not be similarly accommodating at future conferences;

if the package remained as developed without any further changes, they would abstain.

LH were opposed to a 4% general increase westbound and saw no reason why 5% should not be included in the package;

were opposed to the exception from Brazil at 50% for children's fares, particularly on the AT routing. They foresaw problems with the lack of a uniform approach with the TC31 Area and required that RG forego this exception for the AT routes;

were opposed to increasing the maximum validity to six months in Resolution 072yy excursion fares via the SA route. They did not favour the SA routing and did not seek any liberalisation of conditions as this would only widen the differential between the AT and SA fares.

RG did not believe there was sufficient reason to justify establishment of fares to/from Ashkhabad at the Ekaterinburg levels but would abstain on this issue;

were opposed to the increase of 2% from China in normal and special fares via SA and the imbalance in fares between China and Hong Kong SAR; they could accept a 2% increase only from Hong Kong SAR via SA.

were opposed to the general westbound increase of 4%; in order to render the package acceptable they required that this be amended to 2%.

Were very disappointed at the position of RG regarding their requirement for the continued and unique exception from Brazil for children's fares at 50% of the applicable adult fare. However, as they had not submitted a specific proposal on this issue they would abstain;

regretted that round trip normal fares had not been despecified from India but, in view of the move made by AI to re-establish round trip fares at 185% of the one way levels, UA were able to abstain.

Discussion on and Removal of Negative Votes

Children's Fares

195 LH believed that the exception at 50% for children's normal fares from Brazil should at least be amended to 67%, thus indicating this requirement to government authorities. This concerned Resolutions 0470, 047s, 057o, 057s, 067o and 067s. RG advised that although they had taken this action at the TC31 North and Central Pacific Conference, they were not prepared to amend the children's fares on the South Atlantic routes. While they would re-evaluate the situation prior to the next Conference they were firmly opposed to any change at this time. The exception at 50% remained from Brazil although this issue was the subject of further voting as reflected below under Further Development of TC123 South Atlantic Package.

Maximum Stay - Resolutions 071v, 072yy

- 196 LH did not favour the SA routing and could not accept further liberalisation of the applicable Resolutions. To this end, they were opposed to extension of the maximum validity of Resolution 072yy from three months to six months. They felt that Resolutions 071v and 072yy should be treated in a similar manner although they did not consider extension of the maximum validity under AT Resolution 071v was necessarily the correct course to follow.
- 197 The Chairman took a vote to reinstate a maximum validity of three months in Resolution 072yy. This was opposed by AR RG. The Chairman suggested a maximum validity of four months be included in Resolution 072yy and AR abstained on this. RG also could abstain provided that the general increase westbound was reduced to 2% and provided that no further changes were made to the package. Further discussion is reflected below.

Further Development of TC123 South Atlantic Package

198 The Chairman endeavoured to develop an acceptable package and took a series of votes as follows:

Resolution 072yy - maximum stay of four months; From China - no change to the package; From the rest of the area westbound, 2% instead of 4% general increase; Children's normal fares from Brazil re-established at 67% of the adult fare; Fares established to/from Ashkhabad at levels to be agreed.

Opposition: BA DL LH RG UA.

Resolutions 071v and 072yy - maximum stay of four months; From China via SA: normal fares 2% increase, special fares status quo; From the rest of the area westbound, 3% instead of 4% general increase; Children's normal fares from Brazil remaining at 50% of the adult fare; Fares established to/from Ashkhabad at levels to be agreed.

Opposition: DL LH NW. Abstention: RG.

199 Further extensive discussions resulted in RG furnishing to the Conference their requirements and items they could accept as follows:

From China via SA normal intermediate and economy class fares increased by 2%;

From China via SA normal first class fares status quo;

From China via SA special fares status quo;

From the rest of the area westbound, 4% increase on first and intermediate class and 2% on economy class fares.

Resolutions 071v and 072yy - maximum stay of six months.

Fares established to/from Ashkhabad at levels and conditions applicable to/from Ekaterinburg.

- 200 It was pointed out that by reducing normal fares via AT from China and by maintaining first class fares at status quo via SA from China, first class fares via AT would become lower than the first class fares via SA from China. The above package was amended to reflect status quo on first class fares from China via AT and SA.
- 201 BA DL LH NW were opposed to this package. BA believed that the Conference was now taking retrograde steps but they abstained on the package. LH shared this view and similarly abstained.
- NW's prime concern was with China and they expressed their disappointment that the Conference was losing an opportunity to correct a structural problem by tying the issue to fare levels and they referred specifically to application of status quo to special fares via SA from China. They believed that the Conference was, once again, taking erroneous action on SA fares but they too abstained at this stage.
- 203 DL could accept status quo on first class fares from China but were dissatisfied with 2% increase from the rest of the Area in economy class fares which were not price sensitive. In addition, DL did not wish to widen the differential between the economy and intermediate class fares which would dissuade passengers from selecting intermediate class travel over economy class. They also felt that the structure would become distorted and they appealed to RG to reconsider the relationships and to change their position.
- Against their better judgement, RG advised that that they would accept a 4% westbound increase on first, intermediate and economy class fares. DL abstained on the package.

Status of Package

205 There remained no opposition to the TC123 South Atlantic package.

ADOPTION OF PACKAGES

The Chairman declared the packages adopted in respect of TC123 North Atlantic, TC123 Mid Atlantic and TC123 South Atlantic.

SUMMARY OF AGREEMENT TO/FROM USA/US TERRITORIES DESCRIPTION OF AGREEMENT EXCEPT TO/FROM USA/US TERRITORIES

207 The Summary of Agreement for TC123 North Atlantic is at Attachment 'G'. The Description of Agreement for TC123 Mid Atlantic is at Attachment 'H' and for TC123 South Atlantic is at Attachment 'I'.

VOTE OF THANKS

- On behalf of the Conference, Mr Frank Wright (DL) thanked the Chairman and Secretariat for their good work. He also thanked fellow delegates for their co-operation and for the sacrifices they had made during the Conference. He was heartened by the new positions taken by many delegates in this historically contentious area and believed that this was a very positive sign for the future.
- 209 Mr Marcelo de Lima Nascimento (RG) echoed Mr Wright's comments and wished to add his thanks to delegates for the consideration they had shown to Varig's requirements. There were difficult and sometimes heated discussions in the conference room where delegates must protect their airline's interests with professionalism. After the conference sessions, on a personal level, Mr Nascimento considered that the respect and friendship which endured among delegates was invaluable.

CLOSE OF MEETING

The TC123 Conference via the North, Mid and South Atlantic, was adjourned at 1720 hours on Thursday, 9 October 1997.

Attachment 'A'

ATTENDANCE RECORD

PTC123 - North, Mid, South Atlantic Geneva, 6-9 October 1997

Chairman: L Heath

COMPANY	REPRESENTATIVE	TELEX
COMPANY	REPRESENTATIVE	TELEX
Aerolinas Argentinas	A. GALLO	BUEDBAR
Air Canada	J. PARE	YULQRAC
Air China International	A. ZHUANG W. SHAN	PEKLECA PEKLECA
Air-India	A. ALMEIDA	BOMQTAI
British Airways p.l.c.	J. CRINALL	LHRQTBA
Delta Air Lines Inc.	F. WRIGHT L. FATTORUSSO	ATLRQDL ATLIYDL
Deutsche Lufthansa A.G.	B. AHLERS	QLHM5LH
Japan Airlines Co. Ltd.	S. KAGAMIYAMA	TYOQTJL
Northwest Airlines Inc.	N. YAMANOUCHI	AMSRWNW
Pakistan International Airlines Corp. (PIA)	M. KHAN S. SIBTAIN	KHISFPK KHIQFPK
United Airlines	M. ASHWORTH	HDQIPUA
VARIG S.A. (Viacao Aerea Rio-Grandense)	M. de L. NASCIMENTO	RIOQTRG

IATA SECRETARIAT

NAME	TITLE	TELEX
J. DELIMATA	Manager, Tariff Affairs and Conferences	GVAQTXB
S. KO	Manager, Tariff Affairs and Conferences	GVAQTXB
M. GOGGIN	Officer, Tariff Affairs and Conferences	GVAQTXB
L. LOWE	Supervisor, Tariff Affairs and Conferences	GVAQTXB

27

TOTAL AREA MEMBERS:

IATA TARIFF COORDINATING CONFERENCES - PASSENGER **VOTING MEMBERSHIP BY AREA AND SUB-AREA**

TARIFF CONFERENCE 1/2/3

AEROLINEAS ARGENTINAS

AIR CHINA INTERNATIONAL CORP AIR FRANCE

AIR NEW ZEALAND LTD. AIR NIUGINI

ARIANA AFGHAN AIRLINES CO. LTD. BRITISH AIRWAYS P.L.C. AIR-INDIA

CANADIAN AIRLINES INTERNATIONAL LTD.

DEUTSCHE LUFTHANSA A.G. **DELTA AIRLINES INC**

FINNAIR OY

IBERIA, LINEAS AEREAS DE ESPANA S.A.

JAPAN AIR LINES CO.LTD.

KLM ROYAL DUTCH AIRLINES

PAKISTAN INTERNATIONAL AIRLINES CORP. NORTHWEST AIRLINES INC.

QANTAS AIRWAYS LTD.

HOMANIAN AIR TRANSPORT S.A (TAROM)

SAUDI ARABIAN AIRLINES SCANDINAVIAN AIRLINES SYSTEM (SAS)

SWISS AIR TRANSPORT CO. LTD. (SWISSAIR) SOUTH AFRICAN AIRWAYS

VARIG S.A.(VIACAO AEREA RIO-GRANDENSE) VENEZOLANA INTERNACIONAL DE AVIACION S.A.(VIASA)

N. ATL - S. ASIAN SUBCONT SUB-AREA

8A

AIR CANADA AIR-INDIA

ω

IATA TARIFF COORDINATING CONFERENCES - PASSENGER **VOTING MEMBERSHIP BY AREA AND SUB-AREA**

02-Sep-97

Area/Sub-area 8A (Continued)

DELTA AIRLINES INC NORTHWEST AIRLINES INC. PAKISTAN INTERNATIONAL AIRLINES CORP. UNITED AIRLINES TOTAL SUB-AREA MEMBERS: 6

8B N. ATL - S.E. ASIA SUB-AREA

NORTHWEST AIRLINES INC. UNITED AIRLINES TOTAL SUB-AREA MEMBERS: 2

8J S. ATL - S.E. ASIA SUB-AREA

AEROLINEAS ARGENTINAS VARIG S.A.(VIACAO AEREA RIO-GRANDENSE) TOTAL SUB-AREA MEMBERS:

Q

KEY TO NOTES:

- VOTING MEMBER UNDER SECTION II SUBPARAGRAPH 6 (III) OF THE PROVISIONS
- VOTING MEMBER UNDER SECTION II SUBPARAGRAPH 6 (IV) OF THE PROVISIONS
- VOTING MEMBER UNDER ADDENDUM NO. 3 OF THE PROVISIONS

TC123 North/Mid/South Atlantic Status of Passenger Agreements

(as at 26 August 1997)

Fares Period 1 Mar 97 - 28 Feb 98:

Area/Sub-Area	Status	Effecti Intended	ve Date Actual	Expiry Date	Government Action (see Notes)
TC123 North Atlantic except: to/from South West Pacific	Closed	1 Mar 97	13 Mar 97 see Notes	28 Feb 98	Malaysia Pakistan USA
TC123 Mid Atlantic except: to/from South West Pacific	Closed	1 Mar 97	13 Mar 97 see Notes	28 Feb 98	Colombia Malaysia Pakistan USA
TC123 South Atlantic except: to/from South West Pacific	Closed	1 Mar 97	13 Mar 97 see Notes	28 Feb 98	Malaysia Pakistan USA
Mail Vote 836	Closed	1 Mar 97	13 Mar 97	28 Feb 98	USA

Explanation of Notes

TC123 North Atlantic: Declared effective 13 Mar 97 except from India. In accordance with Resolutions 005i and

049d: selling date 1 Apr 97, except 19 Jul 97 from Canada

Declared effective 1 Apr 97 from India

TC123 Mid Atlantic: Declared effective 13 Mar 97 except from Colombia, India

Declared effective 1 Apr 97 from India Declared effective 2 May 97 from Colombia

TC123 South Atlantic: Declared effective 13 Mar 97 except from Argentina, Brazil, India and Uruguay

Declared effective 1 Apr 97 from Argentina and India

Declared effective 7 Apr 97 from Brazil
Declared effective 1 Aug 97 from Uruguay

Government Action

Malaysia Approved, to be implemented for tickets issued on/after 15 Jun 97 for travel on/after

15 Jun 97

Pakistan Increases in fares pending

Hong Kong Approval pending

TC123 North/Mid/South Atlantic Status of Passenger Agreements

(as at 26 August 1997)

Government Action (Continued)

United States

Approved TC123 Mid/South Atlantic in Docket OST 96-1931 and Mail Vote 836 in Docket OST 96-1961 subject, where applicable to conditions previously imposed Approved TC123 North Atlantic in Order 97-3-5 provided that:

- a) normal economy fares for US-TC3 direct service markets filed by each IATA carrier in tariffs with the Department pursuant to these resolutions shall not exceed the regulatory ceilings at the time of filing, and
- b) each IATA carrier submits, at the time of filing and for comparative purposes, its SFFL base fares, proposed direct-service normal economy fares, and the percentages by which its proposed direct-service normal economy fares differ from the SFFL base levels for each market for which it files revised direct-service normal economy fares

Filing Formalities

IATA files agreements (consisting of Minutes, Resolutions and fares tables) with the authorities of Canada, UK and the USA and with the German government only in respect of within Europe and USA-Europe agreements. For those other countries where a TC member is based, and if a filing is required by its government, it is assumed that the national carrier(s) of that country will submit that filing on behalf of all TC members. IATA submits agreements on behalf of TC members to the authorities in Bangladesh, Bahrain, Bermuda, Bolivia, Cayman Islands, Ecuador, Hong Kong SAR, Malaysia, Maldives, Oman, Peru, Philippines, Qatar, Rwanda, Singapore, Sri Lanka, Seychelles, Uganda, United Arab Emirates, Venezuela, Viet Nam.

It is the responsibility of each Member to determine if the approval of its government is necessary before an agreement can be declared effective. Today the governments of Argentina, Brazil, Cameroon, Colombia, India, Italy, Japan, Kenya, Korea, New Zealand, Nigeria, UK, Uruguay, Venezuela have made it known that their specific approval is required on agreements involving their country and the USA's approval is required for all agreements. At the end of a filing period, unless notified to the contrary, we assume all other governments have approved the agreement.

Agreements are declared effective based upon the information provided to us directly from the governments we have filed with, from TC members and by other carriers. This status document reflects that information provided to us by these sources.

CHANGES TO FARE LEVELS - TC123 NORTH ATLANTIC - AS ADOPTED

1 GENERAL CHANGES

- A) Fares are established to/from Ashkhabad (ASB) at levels and conditions applicable to/from Ekaterinburg (SVX)
- B) From India to Los Angeles (LAX), San Francisco (SFO), Seattle (SEA), normal fares are despecified
- C) From Pakistan, round trip Normal fares are despecified
- D) From India:
 - normal fares to Vancouver (YVR) are re-established equal to the final level constructed fare India to Seattle (SEA) converted at the 1 October 1997 IROE
 - 2) round trip Normal fares are re-established at 185% of final one way Y1 levels
- E) From South Asian Subcontinent except from Pakistan, weekend levels are established in special fares at the following differentials over final levels:

Peak season: INR2150; LKR3570; USD60 Basic season: INR1500; LKR2380; USD40

F) From Canada, Mexico, USA, weekend Special fare levels are re-established at CAD80/USD60 in Peak, Shoulder seasons, CAD60/USD50 in Basic season over midweek final levels

2 GENERAL INCREASES

- A) Eastbound
 - 1) Normal Fares plus 5%
 - 2) Special fares plus 5% except no increase to South East Asia
- B) Westbound

Normal and Special fares plus 5% except as follows:

- a) from Korea plus 7%
- b) from China (excluding Hong Kong SAR) first and intermediate class fares plus 2%

- c) from Pakistan fares in Resolution 073aa plus 3%
- d) from Japan, Malaysia, Sri Lanka, Thailand, no increase
- C) For effect 1 July 1998

Normal and Special fares increased as follows:

- 1) from Malaysia, Thailand plus 3%
- 2) from Sri Lanka plus 10%

CHANGES TO FARE LEVELS - TC123 MID ATLANTIC - AS ADOPTED

1 GENERAL CHANGES

- A) Fares are established to/from Ashkhabad (ASB) at levels and conditions applicable to/from Ekaterinburg (SVX)
- B) From Pakistan, round trip normal fares are despecified
- C) From India, round trip normal fares are re-established at 185% of final one way levels

2 GENERAL INCREASES

- A) Eastbound
 - 1) Normal fares plus 5%, except from Bolivia, Peru plus 2%
 - 2) Special fares plus 5% except no increase from Bolivia, Peru
- B) Westbound

Normal fares plus 5%, special fares plus 2% (except to Bolivia, Peru no increase on special fares) except as follows:

- from China (excluding Hong Kong SAR) first and intermediate class fares plus 2%
- 2) from Japan, Malaysia, Pakistan, Sri Lanka, Thailand, no increase
- 3) from India:
 - a) normal fares plus 5%
 - b) special fares plus 5% except to Bolivia, Peru no increase
- 4) from Bangladesh normal and special fares plus 5%
- C) For effect 1 July 1998

Normal and special fares increased as follows:

- 1) from Malaysia, Thailand plus 3%
- 2) from Sri Lanka plus 10%

CHANGES TO FARE LEVELS - TC123 SOUTH ATLANTIC - AS ADOPTED

1 GENERAL CHANGES

- A) Fares are established to/from Ashkhabad (ASB) at levels and conditions applicable to/from Ekaterinburg (SVX)
- B) From Pakistan, round trip normal fares are despecified
- C) From India, round trip normal fares are re-established at 185% of final one way levels
- D) From China (excluding Hong Kong SAR):
 - 1) Intermediate and normal economy class fares via AT are reduced by 5%
 - 2) Special fares via AT are reduced by 10%
 - 3) Intermediate and normal economy class fares via SA are increased by 2%
- E) From Hong Kong SAR:
 - 1) Normal and special fares via AT are increased by 5%
 - 2) Normal and special fares via SA are increased by 2%

2 GENERAL INCREASES

A) Eastbound

First and intermediate class plus 2%

B) Westbound

Normal fares plus 4% except as follows:

- 1) from India, Bangladesh normal and special fares plus 5%
- 2) from China, Hong Kong SAR, Japan, Malaysia, Pakistan, Sri Lanka, Thailand, no increase
- C) For effect 1 July 1998

Normal and special fares increased as follows:

- 1) from Malaysia, Thailand plus 3%
- 2) from Sri Lanka plus 10%

SUMMARY OF AGREEMENT

TC123 NORTH ATLANTIC (USA/US Territories)

Effective 1 March 1998

The TC123 North, Mid, South Atlantic Passenger Conference met 6-9 October 1997 in Geneva to develop an agreement with an intended effect of 1 March 1998. The following is a summary of changes adopted including those affecting travel to/from USA/US Territories.

There are editorial changes made for consistency and clarity and minor changes to seasonal dates to take account of days of the week.

Structure

Fares are specified to/from Ashkhabad in Turkmenistan at the levels and conditions applicable to/from Ekaterinburg in Russia

From India to Los Angeles, San Francisco, Seattle fares are despecified, being constructed instead using add-on amounts.

From India, normal round trip fares are re-established at 185% of the one way levels, resulting in an increase of approximately 2%

Weekend differentials of USD60 in the peak season, USD40 in basic season, were introduced on special fares from South Asian Subcontinent, except from Pakistan.

Specified round trip normal fares are cancelled from Pakistan resulting in an increase of approximately 10-11% in applicable round trip fares.

Children's normal fares are amended to 75% of the adult fare except to/from Japan, from Pakistan where the fare will be 67%. Children's special fares are standardised at 75%.

Fares levels

Eastbound

Normal fares are increased 5%. Special fares are increased 5% except no increase to South East Asia.

Westbound

For effect 1 March 1998:

Fares are increased 5% with the following exceptions:

from Korea 7%

from Pakistan one way APEX fares are increased 3%, first class and intermediate class fares to Los Angeles, San Francisco, Seattle Vancouver are increased 5%

from Japan, Malaysia, Sri Lanka, Thailand no increase

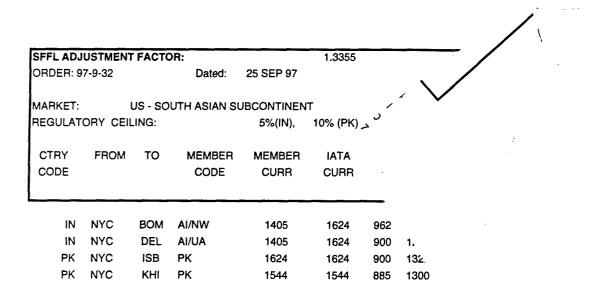
For effect 1 July 1998

Fares from Malaysia, Thailand increased 3% Fares from Sri lanka increased 10%

Conditions

A cancellation penalty of USD100 or equivalent is introduced on special fares to/from South Asian Subcontinent

Stopover charges are amended from approximately USD100 or equivalent to USD125 or equivalent at current rates of exchange.



DESCRIPTION OF OF AGREEMENT

TC123 MID ATLANTIC (excluding USA/US Territories)

Effective 1 March 1998

Editorial amendments introducing standardised wording in the text of Resolutions for this Sub-Area are shown in each Resolution.

Market-related, individual changes to fares and conditions such as amendments to seasonal periods, charges and validity were made. Additional points were specified.

Increases ranging between 2% and 10% were taken in selected markets

Children's fares were standardised at 75% of the applicable adult fare with some exceptions remaining at 67%.

DESCRIPTION OF OF AGREEMENT

TC123 SOUTH ATLANTIC (excluding USA/US Territories)

Effective 1 March 1998

Editorial amendments introducing standardised wording in the text of Resolutions for this Sub-Area are shown in each Resolution.

Market-related, individual changes to fares and conditions such as amendments to seasonal periods, charges and validity were made. Additional points were specified.

Eastbound first and intermediate class fares were increased 2%. Westbound fares took increases in selected markets ranging between 2% and 10%.

From P.R. China (excluding Hong Kong SAR) AT intermediate and normal economy fares were reduced by 5%, AT special fares were reduced by 10%. (AT fares are for routings other than via Central, Southern Africa or Indian Ocean Islands)

Except from Brazil which remains at 50%, children's normal fares were standardised at 67% of the applicable adult fare.



International Air Transport Association

IATA Centre, Route de l'Aéroport 33 P.O. Box 416 CH-1215 Geneva 15 Airport Switzerland

31 October 1997

MEMORANDUM

PTC123 Fares 0013

TO:

Members Participating in Tariff Coordinating Conferences

(SP-0774)

FROM:

Director, Tariff Affairs and Conferences

SUBJECT: TC123 Passenger Tariff Coordinating Conference

Geneva, 6-9 October 1997

TC123 North Atlantic Specified Fares Tables

Intended Effective Date: 1 March 1998

Attached are the TC123 North Atlantic Specified Fares Tables which were adopted at the above meeting for an intended effective date of 1 March 1998. These Tables are the Attachments to the Resolutions circulated by Memorandum PTC123 0028, dated 28 October 1997.

The filing period for the attached Fares Tables ends on 19 December 1997. Members are requested to file these Fares Tables with their Government Authorities wherever necessary. Filing formalities with the Canadian and US Governments, as applicable, will be accomplished by IATA.

For Members' information these Fares Tables will replace those issued under Memorandum PTC123 Fares 0001, dated 25 October 1996.

> Roger Osterbery Assistant Director

Tariff Affairs and Conferences



SPECIFIED PASSENGER FARES TABLES

TC123 NORTH ATLANTIC

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067m	Restricted Economy Class Fares
071cc	Excursion Fares from South Asian Subcontinent to Canada, Mexico, USA
071f	Excursion Fares between Canada, USA and Pakistan
071nn	Excursion Fares from Canada, Mexico, USA to South Asian Subcontinent
071p	Excursion Fares between Canada, Mexico, USA and South East Asia
072n	Excursion Fares from India, Pakistan to Canada, USA
072w	Excursion Fares between Canada, Mexico, USA and Kazakhstan, Russia, Uzbekistan
073aa	One Way APEX Fares from Pakistan to Canada, USA
073bb	APEX Fares from Canada, Mexico, USA to India
073f	One Way APEX Fares between Canada and South East Asia
073vv .	APEX Fares between Canada, USA and South East Asia
074mm	PEX Fares from Mexico to Pakistan
078t	PEX Fares from Canada, Mexico, USA to India

General

Fares published to/from New York apply for the following airports: Newark - La Guardia - J.F. Kennedy.



SPECIFIED PASSENGER FARES TABLES

NATL - SOUTH ASIAN SUBCONTINENT

	ΙΔ	

_	J-LAX													
Origin							Origin							
> Destinat		_					> Destinati	on		_	_			
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MHWEE4M MLXEE4M MHXEE6M MHXEE6M MLXEE6M MLXEE6M MLXEE6M >>>>> SAI MHXEE4M MHXEE4M MLXEE4M MLXEE4M MLXEE4M	RT R	117165 65410 67560 58840 60340 75855 78005 68265 69765 SFO 87475 89625 79520 81020	067M 071cc 071cc 071cc 071cc 072M 072M 072M 072W 071cc 071cc 071cc 071cc	AT AT AT AT AT AT AT AT AT AT	O1MAR98		>>>> MEX F C C Y Y HHXEE4H HHWEE4H HLXEE4H HLWEE4H	RT OD RT RT RT RT RT RT RT		91495 MEX 148560 275015 97465 181665 79475 147030 87450 89600 80875 82375 YMQ 121485 220875	057H 057H 047H 047H 067H 071CC 071CC 071CC 071CC	AT	OIMAR98	
MHWEE4M MLXEE4M MLXEE6M MHXEE6M MHXEE6M MLXEE6M MLXEE6M MHXEE4M MHXEE4M MHXEE4M MLXEE4M MHXEE6M	RT R	117165 65410 67560 58840 60340 75855 78005 68265 69765 SFO 87475 89625 79520 81020 98990	067M 071CC 071CC 071CC 071CC 072M 072M 072M 072M 071CC 071CC 071CC 071CC	AT AT AT AT AT AT AT AT AT AT AT AT AT A	O1MAR98		>>>> MEX F F C C Y Y HHXEE4H HHXEE4H HLXEE4H HLWEE4H >>>>> MON F F	RT GCO C GCO RT GCO RT R		91495 MEX 148560 275015 97465 181665 79475 147030 87450 88600 80875 82375 YMQ 121485 220875 72830	057H 057H 047H 047H 067H 071CC 071CC 071CC 071CC	AT A	OIMAR98	
MHWEE4M MLXEE4M MLWEE4M MHWEE6M MLWEE6M MLXEE6M MLXEE6M MHXEE4M MHXEE4M MLXEE4M MLXEE4M MHXEE6M MHXEE6M MHWEE6M	RT R	117165 65410 67560 58840 60340 75855 78005 68265 69765 SFO 87475 89625 79520 81020 98990 101140	067M 071CC 071CC 071CC 071CC 072M 072M 072M 072M 071CC 071CC 071CC 071CC 071CC	AT AT AT AT AT AT AT AT AT AT AT AT AT A	O1MAR98	!	>>>> MEX F F C C Y Y MHXEE4M MHWEE4M MLWEE4M MLWEE4M F C C C	RT GCO G RT GG RT GG RT		91495 MEX 148560 275015 97465 181665 79475 147030 87450 89600 80875 82375 YMQ 121485 220875 72830 132390	057M 057M 057M 047M 047M 067M 071CC 071CC 071CC 071CC	AT A	Olmar98	
MHWEE4M MLXEEAM MLXEE6M MHXEE6M MLXEE6M MLXEE6M MLXEE6M MLXEE6M MLXEE6M MHXEE4M MHXEE4M MLXEE6M MHXEE6M MLXEE6M MLXEE6M	RT R	117165 65410 67560 58840 60340 75855 78005 68265 69765 SFO 87475 89625 79520 81020 98990 101140 89995	067M 071CC 071CC 071CC 071CC 072M 072M 072M 072C 071CC 071CC 071CC 071CC 071CC 072CC 072CC 072CC	AT AT AT AT AT AT AT AT AT AT AT AT AT A	O1MAR98	!	>>>> MEX F F C C C Y Y MHXEE4M MLXEE4M MLXEE4M ALWEE4M S >>>> MON F F C C YI	RT GICO (GO RT GO RT GO RT RT RT RT RT RT GO RT GO RT GO RT GO RT		91495 MEX 148560 275015 97465 181665 79475 147030 87450 89600 80875 82375 YMQ 121485 220875 72830 132390 63330	057M 057M 047M 047M 067M 067M 071CC 071CC 071CC 071CC	AT A	O1MAR98	
MHWEE4M MLXEE4M MLWEE4M MHWEE6M MLWEE6M MLXEE6M MLXEE6M MHXEE4M MHXEE4M MLXEE4M MLXEE4M MHXEE6M MHXEE6M MHWEE6M	RT R	117165 65410 67560 58840 60340 75855 78005 68265 69765 SFO 87475 89625 79520 81020 98990 101140	067M 071CC 071CC 071CC 071CC 072M 072M 072M 072M 071CC 071CC 071CC 071CC 071CC	AT AT AT AT AT AT AT AT AT AT AT AT AT A	O1MAR98		>>>> MEX F F C C Y Y MHXEE4M MHWEE4M MLWEE4M MLWEE4M F C C C	RT GCO G RT GG RT GG RT		91495 MEX 148560 275015 97465 181665 79475 147030 87450 89600 80875 82375 YMQ 121485 220875 72830 132390	057M 057M 057M 047M 047M 067M 071CC 071CC 071CC 071CC	AT A	Olmar98	
MHWEE4M MLXEEAM MLXEE6M MHXEE6M MLXEE6M MLXEE6M MLXEE6M MLXEE6M MLXEE6M MHXEE4M MHXEE4M MLXEE6M MHXEE6M MLXEE6M MLXEE6M	RT R	117165 65410 67560 58840 60340 75855 78005 68265 69765 SFO 87475 89625 79520 81020 98990 101140 89995	067M 071CC 071CC 071CC 071CC 072M 072M 072M 072C 071CC 071CC 071CC 071CC 071CC 072CC 072CC 072CC	AT AT AT AT AT AT AT AT AT AT AT AT AT A	O1MAR98		>>>> MEX F F C C C Y Y MHXEE4M MHWEE4M MLXEE4M NLWEE4M NLWEE4M >>>> MON F C C Y1 Y2	RT GO GO RT RT RT RT RT RT RT GO RT RT GO RT RT RT GO RT RT GO GO GO		91495 MEX 148560 275015 97465 181665 79475 147030 87450 89600 80875 82375 YMQ 121485 220875 72830 132390 63330 50670	057M 057M 047M 047M 067M 067M 071CC 071CC 071CC 071CC	AT A	OIMAR98	
MHWEE4M MLWEE6M MHWEE6M MLWEE6M MLWEE6M MLWEE6M MHWEE6M MHWEE6M MHWEE4M MHWEE4M MHWEE4M MHWEE6M MHWEE6M MHWEE6M MHWEE6M MHWEE6M MHWEE6M MHWEE6M MHWEE6M	RT R	117165 65410 67560 58840 60340 75855 78005 68265 69765 SFO 87475 89625 79520 81020 98990 101140 89995 91495	067M 071CC 071CC 071CC 071CC 072M 072M 072M 072C 071CC 071CC 071CC 071CC 071CC 072CC 072CC 072CC	AT AT AT AT AT AT AT AT AT AT AT AT AT A	O1MAR98		>>>> MEX F C C Y HXEE4M MIXEE4M MIXEE4M MIXEE4M MIXEE4M MIXEE4M P Y Y Y Y Y	RT GO GO RT RT RT RT RT RT GO RT RT GO RT		91495 MEX 148560 275015 97465 181665 79475 147030 87450 89600 80875 82375 YMQ 121485 220875 72830 132390 63330 50670 117165	057M 057M 047M 047M 067M 067H 067C 071CC 071CC 071CC	AT A	OIMAR98	
MHWEE4M MLXEE4M MLXEE6M MHXEE6M MLXEE6M MLXEE6M MHXEE4M MHXEE4M MHXEE4M MLXEE4M MHXEE6M MHXEE6M MHXEE6M MLXEE6M MLXEE6M MLXEE6M MLXEE6M MLXEE6M	RT R	117165 65410 67560 58840 60340 75855 78005 68265 69765 SFO 87475 89625 79520 81020 98990 101140 89995 91495	067M 071CC 071CC 071CC 071CC 072M 072M 072M 072M 071CC 071CC 071CC 071CC 071CC 072M 072M 072M 072M	AT AT AT AT AT AT AT AT AT AT AT AT AT A	O1MAR98		>>>> MEX F F C C C Y Y MHXEE4M MLXEE4M MLWEE4M MLWEE4M >>>> MON F C C Y Y Y MHXEE4M MLXEE4M MLXEE4M MLXEE4M MLXEE4M	RT COC COC RT COC RT RT RT RT COC RT COC RT COC RT COC RT COC RT COC RT		91495 MEX 148560 275015 97465 181665 79475 147030 87450 89600 80875 82375 YMQ 121485 220875 72830 132390 63330 50670 117165 65410 67560 58840	057M 057M 047M 047M 067M 071CC 071CC 071CC 071CC 057M 047M 067M 067M 067M 067M 067H 071CC 071CC	AT A	OIMAR98	
MHWEE4M MLWEE4M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE4M MLWEE4M MLWEE4M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLXEE4M MLXEE4M MLXEE4M	RT R	117165 65410 67560 58840 60340 75855 78005 68265 69765 SFO 87475 89625 79520 81020 98990 101140 89995 91495 SEA 87475 89625 79520	067M 071CC 071CC 071CC 071CC 072M 072M 072M 072C 071CC 071CC 071CC 071CC 072C 072C 072C 072C 072C 072C 072C	AT A	O1MAR98		>>>> MEX F F C C C Y Y MHXEE4M MLXEE4M MLWEE4M MLWEE4M >>>> MON F F C C Y1 Y2 Y MHXEE4M MLXEE4M MLXEE4M MLXEE4M MLXEE4M MLXEE4M MLXEE4M	RT COO COO CRT RT COO CRT RT COO CRT COO CRT RT RT RT COO CRT RT R		91495 MEX 148560 275015 97465 181665 79475 147030 87450 89600 80875 82375 YMQ 121485 220875 72830 132390 63330 50670 117165 65410 67560 58840 60340	057M 057M 047M 047M 067M 071CC 071CC 071CC 071CC	AT A	OIMAR98	
MHWEE4M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE4M MLWEE4M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE4M MLWEEAM MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLWEEAM MLWEEAM MLWEE4M MLWEE4M MLWEE4M MLWEEAM MLWEEA	RT R	117165 65410 67560 58840 60340 75855 78005 68265 69765 SFO 87475 89625 79520 81020 98990 101140 89995 91495 SEA 87475 89625 79520 81020	067M 071CC 071CC 071CC 071CC 072M 072M 072M 072C 071CC 071CC 071CC 072M 072M 072M 072M 072M 072C 071CC 071CC 071CC 071CC	AT A	O1MAR98		>>>> MEX F C C C Y HXEE4M MLXEE4M MLXEE4M MLWEE4M >>>> MOP F C C C Y1 Y2 Y MHXEE4M MLXEE4M MLXEE4M MHXEE4M MHXEE6M MHXEE6M	RT COO COO CRT COO CRT COO CRT COO CRT CRT COO CRT		91495 MEX 148560 275015 97465 181665 79475 147030 87450 89600 80875 82375 YMQ 121485 220875 72830 132390 63330 50670 117165 65410 67560 58840 60340 75855	057M 057M 047M 047M 067M 067H 067H 071CC 071CC 071CC 057H 047H 047H 047H 047H 067H 071CC 071CC 071CC	AT A	OIMAR98	
MHWEE4M MLWEE4M MHWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE4M MLWEE4M MHWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE6M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLWEE4M MLXEE4M MLXEE4M	RT R	117165 65410 67560 58840 60340 75855 78005 68265 69765 SFO 87475 89625 79520 81020 98990 101140 89995 91495 SEA 87475 89625 79520	067M 071CC 071CC 071CC 071CC 072M 072M 072M 072C 071CC 071CC 071CC 071CC 072C 072C 072C 072C 072C 072C 072C	AT A	O1MAR98		>>>> MEX F F C C C Y Y MHXEE4M MLXEE4M MLWEE4M MLWEE4M >>>> MON F F C C Y1 Y2 Y MHXEE4M MLXEE4M MLXEE4M MLXEE4M MLXEE4M MLXEE4M MLXEE4M	RT COO COO CRT RT COO CRT RT COO CRT COO CRT RT RT RT COO CRT RT R		91495 MEX 148560 275015 97465 181665 79475 147030 87450 89600 80875 82375 YMQ 121485 220875 72830 132390 63330 50670 117165 65410 67560 58840 60340	057M 057M 047M 047M 067M 071CC 071CC 071CC 071CC	AT A	OIMAR98	

MAA-YMQ

MAA-NYC

Origin > Destination	20						Origin > Destina	tion					
> Destination	on Note	Fare	Reso	GI	Effective	Evning	Fare Basis		e Fare	Reso	GI	Effective	Expir
CHENNA		MAA	INR	GI	Ellective	Expiry	 						Exhi
>>>> NEW		NYC	IIVM				F	OM.	198600	057M 047M	AT	01JUL98	30 11111
>>>> NEW			0574		04 #4000		C	OW	129300		AT	01MAR98	3010#3
F	00 RT	121485	057M	AT	O1MAR98		C	8W	142300	047H 067H	AT	01JUL98	20 11187
C	סס	220875 72830	057H 047H	AT AT	O1MAR98 O1MAR98		1	OW OW	101400 111600	067H	AT AT	01MAR98 01JUL98	30JUN9
C	RT	132390	0478	AT	O1HAR98		NHXEE4M	RT	124000	071CC	AT	0130E38	30,101
Y1	00	63330	067H	AT	01MAR98		HHXEE4H	RT	136400	071CC	AT	01JUL98	30301.
Y2	00	50670	067H	AT	OIMAR98		NHWEE4H	RT	127600	071CC	AT	01MAR98	301089
Y	RT	117165	067H	AT	01MAR98		MHWEE4H	RT	140000	071CC	AT	01JUL98	
MHXEE4M	RT	65410	071CC	AT	01MAR98		HLXEE4H	RT	115800	07100	AT	01MAR98	30,10#9
HHWEE4H	RT	67560	071CC	AT	O1MAR98		HLXEE4H	RT	127400	071CC	AT	01JUL98	
MLXEE4M	RT	58840	071CC	AT	01MAR98		MLWEE4H	RT	118200	071CC	AT	O1MAR98	30,10#9
NLWEE4H	RT	60340	071CC	ΑT	01MAR98		HLWEE4H	RT	129800	071CC	AT	01JUL98	
MHXEE6M	RT	75855	0724	AT	O1MAR98		1.0.00	***	223000				
MHWEE6N	RT	78005	072¥	AT	O1HAR98		Same MO	NTREAL O	U YMQ				
MLXEE6H	RT	68265	072	AT	01MAR98		F	OM.	140900	057M	AT	O1MAR98	30JU#9
MLWEE6H	RT	69765	072#	AT	O1MAR98		F	DW	155000	057H	AT	01JUL98	202042
RLMCCOR	n ı	03/03	012R	AI	UIMARJO		1			047H			20 11180
	EDANCI OF	ero.					C	0M	93300		AT AT	01MAR98	3010#9
>>>> SAN			074.00		04#4000		C	0W	102700	047H	AT	01JUL98	20
MHXEE4M	RT	87475	071CC	AT	01MAR98		Y	OW	77700	067M	AT	01MAR98	30JU#9
HHWEE4H	RT	89625	071CC	AT	01MAR98		Y	DW DT	85500	067# 074.66	AT	01JUL98	30 10 85
NLXEE4H	RT	79520	071CC	AT	01MAR98		MHXEE4H	RT	89800	071CC	AT	01MAR98	3010#9
MLWEE4M	RT	81020	071CC	AT	01MAR98		MHXEE4H	RT	98800	071CC	AT	01JUL98	30 100
MHXEE6M	RT	98990	072#	AT	01MAR98		MHWEE4H	RT OT	93400	071CC	AT	01MAR98	3010#9
HHWEE6H	RT	101140	0721	AT	01MAR98		HHWEE4H	RT	102400	071CC	AT	01JUL98	30
MLWEE6H	RT	89995	072¥	AT AT	O1MAR98		MLXEE4H	RT	81600	071CC 071CC	AT	01MAR98	3010119
MEMEEDH	RT	91495	072#	AI	O1MAR98		MLXEE4H	RT	89800		AT	01JUL98	30 11180
CE 47		054					MLWEE4H	RT	84000	071CC	AT	O1MAR98	3010#9
>>>> SEAT		SEA					NLWEE4H	RT	92200	071CC	ΑT	01JUL98	
HHXEE4M	RT	87475	071CC	AT	O1MAR98								
NHWEE4H	RT	89625	071CC	AT	01MAR98		1	W YORK N					
HLXEE4H	RT	79520	071CC	ΑT	01MAR98		F	OM	140900	057M	AT	O1MAR98	3010#9
NLWEE4H	RT	81020	071CC	ΑT	01MAR98		F	OW	155000	057H	ΑŤ	01JUL98	
NHXEE6M	RT	98990	072N	ΑT	01MAR98		C	OW	93300	047H	AT	01MAR98	30JU#9
NHMEEGH	RT	101140	072#	AT	O1HAR98		C	OM	102700	047M	AT	01JUL98	
MLXEE6M	RT	89995	072	ΑT	O1MAR98		Y	OM	77700	067H	AT	O1MAR98	3010#9
MLWEE6H	RT	91495	072 x	ΑT	O1MAR98		Y	שׁמ	85500	067N	AT	01JUL98	
							MHXEE4M	RT	89800	071CC	ΑT	01MAR98	3010#9
>>>> TORC		YTO					NHXEE4N	RT	98800	071CC	ΑT	01JUL98	
F	00	130025	057M	ΑT	O1MAR98		NHWEE4H	RT	93400	071CC	AT	O1MAR98	3010119
F	RT	236390	057H	AT	O1MAR98		NHWEE4N	RT	102400	071CC	ΑT	01JUL98	
С	00	77910	047M	ΑT	01MAR98		MLXEE4M	RT	81600	071CC	ΑT	O1MAR98	3010#9
С	RT	141645	047H	AT	O1MAR98		MLXEE4N	RT	89800	071CC	AT	01JUL98	
Y1	00	67760	067H	ΑT	Q1MAR98		HLWEE4H	RT	84000	071CC	AT	01MAR98	3010#9
72	00	54210	067H	AT	O1MAR98		NLWEE4H	RT	92200	071CC	ΑT	01JUL98	
r	RT	125360	067#	AT	01MAR98								
HXEE4H	RT	70175	071CC	AT	O1MAR98		DELHI		DEL	INR			
HWEE4H	RT	72325	071CC	AT	01MAR98		>>>> LOS	S ANGEL C	A LAX				
ILXEE4N	RT	63595	071CC	AT	01MAR98		MHXEE4M	RT	82860	071CC	AT	01MAR98	
ILWEE4N	RT	65095	071CC	AT	01MAR98		NHWEE4N	RT	85010	071CC	AT	01MAR98	
HXEE6M	RT	80620	072#	AT	01MAR98		MLXEE4H	RT	75325	071CC	AT	O1MAR98	
HMEEGH	RT	82770	072#	AT	01MAR98		NLWEE4H	RT	76825	071CC	AT	01MAR98	
ILXEE6H	RT	73020	072#	AT	01MAR98		MHXEE6M	RT	93930	072N	ΑT	01MAR98	
ILWEE6M	RT	74520	072N	ΑT	01MAR98		MHWEE6M	RT	96080	072N	AT	01MAR98	
							MLXEE6M	RT	85395	072#	AT	01MAR98	
>>>> VANC	OUVER BC	YVR					MLWEE6H	RT	86895	072K	ΑT	01MAR98	
	00	161255	057 H	AT	Q1MAR98								
:	RT	300415	057H	AT	01MAR98		>>>> ME)	CICO CITY	MEX				
	00	104310	047H	AT	O1MAR98		F	G G	142955	057H	ΑT	O1MAR98	
	RT	195350	047H	AT	01MAR98		F	RT	264825	057H	AT	01MAR98	
1	00	89560	067H	AT	O1MAR98		c	00	92100	047H	AT	O1MAR98	
2	00	76900	067H	AT	O1MAR98		c	RT	171915	047H	AT	01MAR98	
	RT	165690	067H	AT	O1MAR98		Y	00	74815	067M	AT	O1MAR98	
HXEE4H	RT	87475	071CC	AT	O1MAR98		Y	RT	138410	067M	AT	O1MAR98	
HWEE4H	RT	89625	071CC	AT	O1MAR98		NHXEE4N	RT	83235	071CC	AT	01NAR98	
LXEE4H	RT	79520	071CC	AT	O1MAR98		NHWEE4H	RT	85385	071CC		01MAR98	
LWEE4H	RT	81020	071CC	AT	O1MAR98	1	HLXEE4M	RT	76790	071CC	AT	O1MAR98	
HXEE6M	RT	98990	072#	AT	OIMAR98]	MLWEE4M	RT	78290	071CC		O1MAR98	
HWEE6H	RT	101140	072#	AT	O1MAR98								
	RT	89995	072#	AT	O1HAR98	1	>>>> MOI	NTREAL OF	YMQ				
LWEE6M	RT	91495	072#	AT	O1MAR98		53333 MUI	00	115885	057H	AT	O1MAR98	
LHEEDN	n,	31433	V128	m (OTUWE 20	1	F	RT		057H		OIMAR98	
OLOHO.	n	CMP	IKD						210685				
OLOMB		CMB	LKR			1	C	00	67460	047M		O1MAR98	
	TO PICTU	MEX				1	C	RT	122640	047H	AT	O1MAR98	
>>>> MEXIC	DV CITY	180500	057 H	AT	O1HAR98	3010#98	Y1	00	58665	067H		O1MAR98	

Date: 28-OCT-97 DEL-YMQ

DEL-YMQ

DEL-	1 IVICE							·					
Origin							Origin						
> Destinati	on						> Destinati	ion					
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
DELHI		DEL	INR				MHXEE4M	RT	82860	071CC	AT	01MAR98	
	NTREAL QU	YMQ					MHWEE4M	RT	85010	071CC	AT	O1MAR98	
Y2	00	46935	067H	AT	01MAR98		MLXEE4H	RT	75325	071CC	AT	01MAR98	
Y	RT	108535	067M	ΑT	O1MAR98		MLWEE4H	RT	76825	071CC	ΑT	01MAR98	
MHXEE4M	RT	61205	071CC	AT	01MAR98		MHXEE6M	RT	93930	072 %	AT	01MAR98	
NHWEE4H	RT	63355	071CC	AT	01MAR98		MHWEE6H	RT	96080	072₩	ΑT	O1MAR98	
MLXEE4M	RT	54750	071CC	ΑT	01MAR98		MLXEE6M	RT	85395	072N	ΑT	O1MAR98	
MLWEE4M	RT	56250	071CC	AT	O1MAR98		MLWEE6M	RT	86895	072N	ΑT	O1MAR98	
MHXEE6M	RT	71140	072N	AT	O1MAR98		DUAKA		DAG	HCD			
MHWEE6M	RT	73290	072₩	ΑT	O1MAR98		DHAKA		DAC	USD			
MLXEE6M	RT	63660	072N	ΑT	O1MAR98		>>>>> M E)		MEX				
MLWEE6M	RT	65160	072⊪	ΑT	01MAR98		F	OW	3970	057M	AT	O1MAR98	
		41110					C	OW	2814	047M	AT	O1MAR98	
>>>> NEW		NYC					Υ	OW	2225	067M	AT	O1MAR98	
F	00	115885	057M	AT	O1MAR98		MKXEE4M	RT	2797	071CC	AT	O1MAR98	
F	RT	210685	057M	AT	01NAR98		NHWEE4H	RT	2857	071CC	AT	01MAR98	
C	00	67460	047H	AT	O1MAR98		MLXEE4H	RT RT	2606	07100	AT	01MAR98	
C	RT	122640	047M	AT	O1MAR98		MLWEE4H	π.	2646	071CC	AT	01MAR98	
Y1	00	58665	067M 067M	AT AT	O1MAR98		1101	NTREAL QU	YMQ				
Y2 Y	00 RT	46935 108535	067M	AT	01MAR98 01MAR98		>>>> M UI F	OW OW	3225	057M	ΑT	01MAR98	
Y MHXEE4M	RT	61205	071CC	AT	O1MAR98		C	DW	2136	057M	AT	O1MAR98	
MHWEE4M	RT	63355	071CC	AT	OIMAR98		Y1	0# 0#	1780	047H	AT	OIMAR98	
MLXEE4M	RT	54750	071CC	AT	O1MAR98		Y2	00	1512	067M	AT	O1MAR98	
MLWEE4H	RT	56250	071CC	AT	O1MAR98		MHXEE4M	RT	2098	071CC	AT	O1MAR98	
MHXEE6M	RT	71140	0721	AT	O1MAR98		HHWEE4H	RT	2158	071CC	AT	O1MAR98	
NHWEE6H	RT	73290	072	AT	O1MAR98		MLXEE4M	RT	1907	071CC	AT	01MAR98	
MLXEE6M	RT	63660	072 1	AT	O1MAR98		HLWEE4H	RT	1947	071CC	AT	01MAR98	
MLWEE6H	RT	65160	072■	AT	01MAR98								
							>>>> NEV	YORK NY	NYC				
>>>> SAN	FRANCI CA	SFO					F	0W	3225	057H	AT	01MAR98	
MHXEE4M	RT	82860	071CC	ΑT	01MAR98		С	D₩	2136	047M	AT	O1MAR98	
MHWEE4M	RT	85010	071CC	AT	O1MAR98		Y1	OW	1780	067M	AT	01MAR98	
MLXEE4M	RT	75325	071CC	ΑT	O1MAR98		Y2	00	1512	067M	AT	01MAR98	
HLWEE4H	RT	76825	071CC	ΑT	01MAR98		MHXEE4M	RT	2098	071CC	AT	01MAR98	
MHXEE6M	RT	93930	072 1	AT	O1MAR98		HHWEE4H	RT	2158	071CC	AT	O1MAR98	
NAMEE 6H	RT	96080	072	AT	O1MAR98		MLXEE4H	RT	1907	071CC	AT	01MAR98	
MLXEE6H	RT	85395	072	AT AT	O1MAR98		NLWEE4N	RT	1947	071CC	AT	O1MAR98	
MTMEE9H	ŔŢ	86895	072▮	AI	O1MAR98		ISLAMA	BAD	ISB	PKR			
654	TTI C MAA	254								rnn			
>>>> SEA	RT WA	SEA 82860	071CC	AT	01 #4 000		>>>>> LUS	ANGEL CA	LAX 130330	057M	AT	O1MAR98	
MHXEE4M MHWEE4M	RT	85010	071CC	AT	O1MAR98 O1MAR98		C	DW DW	91770	047M	AT	OIMAR98	
MLXEE4H	RT	75325	071CC	AT	01HAR98		Ÿ	OW .	76480	067H	AT	O1MAR98	
MLWEE4H	RT	76825	071CC	AT	O1MAR98		'	-	10400	00111	-	011121130	
MHXEE6M	RT	93930	0721	AT	O1MAR98		>>>> ME)	CO CITY	MEX				
HHWEE6M	RT	96080	072	AT	O1MAR98		F	υ₩	124150	057M	AT	O1MAR98	
MLXEE6M	RT	, 85395	0721	AT	O1MAR98		c	DW .	85630	047M	AT	O1MAR98	
MLWEE6M	RT	86895	0728	AT	O1MAR98		Y	OW	66850	067M		O1MAR98	
>>>> TOR	ONTO OT	YTO					>>>> MOI	NTREAL QU	YMQ				
F	00	124410	057M	AT	01MAR98		F	OW	96390	057M	AT	01MAR98	
F	RT	226190	057M	ΑT	01MAR98		С	OM	60350	047M	AT	O1MAR98	
C	00	72555	047M	AT	01MAR98		Υ	OW	50300	067M	ΑT	O1MAR98	
C	RT	131905	047M	AT	01MAR98		MHEE4M	RT	62060	071F	AT	O1MAR98	
Y1	00	63090	067M	AT	01MAR98		MLEE4M	RT	56400	071F	AT	01MAR98	
Y2	00	50475	067M	AT	O1MAR98		MHEE6M	RT DT	70740	072#	AT	O1MAR98	
Y	RT	116720	067M	AT	O1MAR98		MLEE6M	RT DO	64080	0721	AT	01MAR98	
MHXEE4H	RT	65965	07100	AT	O1MAR98		HHAP	00	38840	07344	AT	O1MAR98	
MHWEE4H	RT	68115	071CC 071CC	AT	01MAR98		HLAP	00	35290	073AA	AT	01MAR98	
MLXEE4M	RT	59500 61000		AT AT	01MAR98 01MAR98		>>>> NEW	Y YORK NY	NYC				
MLWEE4H	RT RT	61000 75885	071CC 072∎	AT	O1MAR98		>>>> NEW	OW	96390	057M	AT	01MAR98	1
MHXEE6M	RT	78035	072W	AT	O1MAR98		C	DW DW	60350	057M	AT	O1MAR98	
MHWEE6H	RT	68415	072# 072#	AT	O1MAR98		Y	0W	50300	047H	AT	OIMAR98	
MLMEEGH	RT	69915	072W	AT	O1MAR98		HHEE4M	RT	62060	071F	AT	O1MAR98	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		93313	V. 2.		Ja		HLEE4M	RT	56400	071F	AT	OIMAR98	
>>>> VAN	COUVER BO	YVR					MHEE6M	RT	70740	072N	AT	01MAR98	
F ****	00	155655	057H	AT	O1MAR98		MLEE6M	RT	64080	072#	AT	O1MAR98	
F	RT	290225	057H	AT	O1MAR98		MHAP	00	38840	073AA	AT	O1MAR98	
Ċ	DD	98940	047M	AT	O1MAR98		MLAP	00	35290	073AA	AT	01MAR98	
Č	RT	185600	047H	AT	01MAR98								
Y1	00	84895	067M	AT	01MAR98		>>>> SAN	FRANCI CA	SFO				
	00	73165	067H	AT	O1MAR98		F	OW	130330	057M	AT	O1MAR98	
Y2							r	U #			~ .	OTHWKIO	
Y2 Y	RT	157060	067H	AT	O1MAR98		c	OW .	91770	047M	AT	O1MAR98	

ISB-SFO

Origin	ation						Origin > Destina	tion					
> Destina Fare Basi		Fare	Reso	GI	Effective	Expiry	> Destina		Fare	Reso	GI	Effective	Expiry
ISLAM		ISB	PKR	<u> </u>	Lifective	Expiry	 	N FRANCI CA		Neso	- Ci	LileClive	LAPITY
	AN FRANCICA	SFO	1 1411				F	אט וטאואטן און	128460	057M	AT	01MAR98	
Υ	DW .	76480	067N	AT	01MAR98		c	OW	89620	047H	AT	O1HAR98	
							Y	o₩	74680	067#	AT	01MAR98	
>>>> SE	EATTLE WA	SEA											
F	OM	130330	057M	AT	01MAR98		I .	ATTLE WA	SEA				
C	DW	91770	047M	AT	O1MAR98		F	OW	128460	057M	AT	01MAR98	
Y	DW	76480	067M	ΑŢ	O1MAR98		C	D.M.	89620 74680	047H 067H	TA TA	01MAR98 01MAR98	
>>>> TO	DRONTO OT	YTO					l ·	-	14000	00111	- "	OINAKSO	
f	OW.	105540	057H	AT	O1MAR98		>>>> TO	RONTO OT	YTO				
C	O.M.	70690	047N	AT	01MAR98		F	OW	103480	057H	AT	O1MAR98	
Υ	OW	58890	067N	AT	01MAR98		c	OW	68310	047H	AT	01MAR98	
MHEE4M	RT	67140	071F	AT	01MAR98		Y	OM	56920	067H	ΤA	01MAR98	
MLEE4M	RT	61020	071F	AT	01MAR98		NHEE4H	RT	67140	071F	AT	01MAR98	
MHEE6M	RT RT	75800	072N 072N	AT AT	O1MAR98		MLEE4H MHEE6H	RT RT	61020 75800	071F 072N	AT AT	01MAR98 01MAR98	
MLEE6M MHAP	K1	68690 42650	0724 073AA	AT	O1MAR98 O1MAR98		MLEE6M	RT	68690	072N	AT	O1MAR98	
HLAP	00	38760	073AA	AT	O1MAR98		HHAP	00	42650	073AA	AT	O1MAR98	
_							HLAP	00	38760	073AA	AT	01MAR98	
>>>> VA	NCOUVER BC	YVR											
F	OW	130330	057M	AT	01MAR98		>>>> VA	NCOUVER BO	YVR				
С	OM	91770	047H	AT	01MAR98		F	OW	128460	057M	AT	O1HAR98	
Y	0₩	76480	Q67 M	ΑT	01MAR98		C	OW	89620	047H	AT	O1MAR98	
MADIN		וחע	Hen				Y	OW	74680	067H	AT	O1HAR98	
KABUL	-	KBL	USD				KATHM	ANDU	VTM	USD			
	EXICO CITY	MEX							KTM	บอบ			
F	DW	4675	057M	AT	01MAR98		>>>> ME	XICO CITY	MEX 4640	057M	AT	04114000	
C Y	OW OW	3106 2466	047M 067M	TA TA	O1MAR98 O1MAR98		F	RT	8766	057H	AT	O1HAR98 O1HAR98	
•	U#	2400	00111	-	OINKNOO		c	00	3064	047H	AT	O1MAR98	
>>>> M(ONTREAL QU	YMQ					c	RT	5816	047H	AT	01MAR98	
F	OW	3929	057M	AT	O1MAR98		Y	00	2432	067H	AT	01MAR98	
C	DW	2428	047M	AT	O1MAR98		Y	RT	4606	067M	AT	O1MAR98	
Y	Ø₩	2022	067H	AT	01MAR98		NHXEE4H	RT	3036	071CC	AT	01MAR98	
NP	W YORK NY	NYC					NHWEE4H	RT	3096	071CC	AT	O1MAR98	
>>>> NC	DW	3929	057N	AT	01MAR98		MLXEE4H MLWEE4H	RT RT	2788 2828	071CC 071CC	AT AT	O1MAR98 O1MAR98	
ć	DW	2428	047M	AT	OIMAR98		numccan	n,	2020	OTTEC	•	OTHMUSO	
Y	OW	2022	067M	AT	01MAR98		>>>> MO	NTREAL QU	YMQ				
	-						F	00	3894	057M	AT	01MAR98	
KARAC	H	KHI	PKR				F	RT	7277	057H	AT	01MAR98	
>>>> LQ	S ANGEL CA	LAX					C	00	2386	047M	AT	01MAR98	
F	0M	128460	057#	AT	01MAR98		С	RT	4460	047H	AT	O1MAR98	
C	DW	89620	047M	AT	01MAR98		Y	00	1988	067H	AT	01MAR98	
Y	DW	74680	067Ħ	AT	O1MAR98		Y MHXEE4M	RT RT	3717 2336	067M 071CC	AT AT	01MAR98 01MAR98	
ANNA ME	EXICO CITY	MEX					MHWEE4H	RT	2396	071CC	AT	O1MAR98	
F	DW	122090	057H	AT	Q1MAR98		NLXEE4H	RT	2088	071CC	AT	O1MAR98	
c	0₩	83410	047N	AT	O1MAR98		MLWEE4H	RT	2128	071CC	AT	01MAR98	
Y	OW	65000	067H	AT	O1MAR98								
							>>>> NE	W YORK NY	NYC				
>>>> MC	ONTREAL QU	YMQ					F	00	3894	057H	AT	01MAR98	
F	OW	94320	057H	AT	01MAR98		F	RT	7277	057H	AT	O1MAR98	
c	OW.	58130	047H	AT	O1MAR98		C	00	2386	047H	AT	01MAR98	
Y Murcan	OW PT	48440	067M	AT	O1MAR98		C Y	RT nn	4460 1988	047H 067H	AT AT	O1MAR98 O1MAR98	
MHEE4H MLEE4H	RT RT	62060 56400	071F 071F	AT AT	01MAR98 01MAR98		Y	DD RT	1988 3717	067M	A1 AT	Olmarys Olmarys	
MHEE6M	RT	70740	071F	AT	O1MAR98		MHXEE4N	RT	2336	071CC	AT	O1HAR98	
MLEESH	RT	64080	072#	AT	O1MAR98		HHWEE4H	RT	2396	071CC	AT	O1HAR98	
MHAP	00	38840	073AA	AT	O1MAR98		HLXEE4H	RT	2088	071CC	AT	01MAR98	
MLAP	00	35290	073AA	AT	01MAR98		HLWEE4H	RT	2128	071CC	AT	O1MAR98	
***							LALIODI	=	ı uc	DKD			
	W YORK NY	NYC					LAHORI		LHE	PKR			
F ~	OW Str	94320	057H	AT	01MAR98			NTREAL QU	YMQ	0715	AT	0184000	
C	0₩	58130 48440	047H 067N	AT AT	O1MAR98 O1MAR98	1	MHEE4M MLEE4M	RT RT	62060 56400	071F 071F		O1MAR98 O1MAR98	
Y MHEE4H	OW RT	4844U 62060	071F	AT	O1MAR98	1	MHEE6M	RT	70740	0718		O1MAR98	
MLEE4M	RT RT	56400	071F	AT	O1MAR98		MLEE6M	RT	64080	072#		O1MAR98	
HEE6H	RT	70740	072W	AT	O1MAR98		:					-	
LEE6M	RT	64080	0721	AT	01MAR98		>>>> NEV	V YORK NY	NYC				
HAP	00	38840	073AA	AT	01MAR98		MHEE4M	RT	62060	071F		01MAR98	
ILAP	00	35290	073AA	AT	01MAR98		NLEE4H	RT	56400	071F		O1HAR98	
						1	NHEE6M	RT	70740	072N		O1MAR98	
							MLEE6M	RT	64080	072 8	ΑT	O1MAR98	

LHE-NYC

LHE-YTO

Origin	-110						Origin							
> Destinati	ion						> Destination	on						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis		Note	Fare	Reso	GI	Effective	Expir
LAHORE	E	LHE	PKR				NKWPX6N	RT		2692	078T	AT	01MAR98	
>>>> TOP		YTO					MLXPX6M	RT		2474	078T	AT	01MAR98	
MHEE4M	RT	67140	071F	AT	01MAR98		MLWPX6H	RT		2524	078T	AT	01MAR98	
MLEE4H	RT	61020	071F	AT	01MAR98		J							
MHEE6M	RT	75800	072N	AT	01MAR98		>>>> COL	OMB	5	CMB				
MLEE6M	RT	68690	072⊪	AT	01MAR98		F	OW		5808	057 H	ΑT	01MAR98	
	051 04		HOD				C	OM		4079	047M	ΑT	O1MAR98	
LOS AN		LAX	USD				Y	OW		3252	067M	ΑT	O1MAR98	
>>>> ISL		ISB					MHXEE4H	RT		3716	07111	AT	O1MAR98	
MHXEE6M	RT RT	2979	07188	AT	01MAR98		NHWEE4H	RT		3776	07111	AT	01MAR98	
MKXEE6M	RT	3039 2844	071NN 071NN	AT AT	01MAR98 01MAR98		MKXEE4H MKWEE4H	RT RT		3520 3580	071NN 071NN	AT AT	O1MAR98 O1MAR98	
HKWEE6N	RT	2904	07188	AT	O1MAR98		MLXEE4H	RT		3377	07188	AT	O1MAR98	
MLXEE6M	RT	2708	071NN	AT	O1MAR98		HLWEE4H	RT		3427	07188	AT	O1MAR98	
MLWEE6H	RT	2758	07188	AT	O1MAR98									
							>>>> DEL!	1 !		DEL				
>>>> KAF	RACHI	KHI					F	OW		5585	057H	ΑT	01MAR98	
MHXEE6M	RT	2979	07188	ΑT	O1MAR98		c	OW		3855	047H	ΑT	O1MAR98	
MHWEE6M	RT	3039	07111	ΑT	01MAR98		Y	OW		3066	067M	ΑT	O1MAR98	
MKXEE6H	RT	2844	07188	AT	O1MAR98		MHXEE6M	RT		3274	07111	AT	01MAR98	
MKWEE6M	RT	2904	07111	AT	01MAR98		MHWEE6M	RT		3334	07188	AT	O1MAR98	
MLXEE6H	RT	2708	07188	AT	O1MAR98		MKXEE6M	RT		2862	071 N N	AT	01MAR98	
MLWEE6H	RT	2758	07188	ΑT	O1MAR98		MKWEE6H MLXEE6H	RT RT		2922 2672	071 N N 071 N N	AT AT	O1MAR98 O1MAR98	
>>>> LAH	HORE	LHE					MLWEE6M	RT		2722	07188	AT	O1MAR98	
NHXEE6N	RT	2979	07188	ΑT	O1MAR98		MHXAP4H	RT		2539	07388	AT	O1MAR98	
NKWEE6H	RT	3039	07188	AT	01MAR98		NHWAP4M	RT		2599	07388	AT	O1MAR98	
MKXEE6M	RT	2844	07188	AT	O1HAR98		HKXAP4H	RT		2242	07388	AT	O1MAR98	
MKWEE6M	RT	2904	07188	AT	01MAR98		MKWAP4M	RT		2302	07388	AT	O1MAR98	
MLXEE6M	RT	2708	071##	AT	O1MAR98		MLXAP4M	RT		2103	07388	ΑT	O1MAR98	
MLWEE6M	RT	2758	07188	ΑT	01MAR98		HLWAP4H	RT		2153	07388	ΑT	O1MAR98	
							MHXPX6M	RT		2829	078T	ΑT	01MAR98	
MEXICO		MEX	USD				MHWPX6M	RT		2889	078T	ΑT	01MAR98	
>>>> CAL		CCU					MKXPX6M	RT		2486	078T	ΑT	01MAR98	
F	OM	5751	057M	ΑT	O1MAR98		MKWPX6M	RT		2546	078T	ΑT	O1MAR98	
C	OW	4009	047H	AT	O1MAR98		MLXPX6M	RT		2328	078T	AT	O1MAR98	
Y	OW RT	3194	067M	AT	01MAR98		MLWPX6M	RT		2378	078T	ΑT	O1MAR98	
MHWEE6M	RT	3420 3480	071## 071##	AT AT	01MAR98 01MAR98		>>>> DHA	K A		DAC				
MKXEE6M	RT	3008	071##	AT	O1MAR98		F	OW.		5804	057M	AT	O1MAR98	
NKWEE6H	RT	3068	07188	AT	O1MAR98		Ċ	OW		4058	047H	AT	O1MAR98	
MLXEE6M	RT	2818	07188	AT	O1MAR98		Ý	DW.		3234	067H	AT	O1MAR98	
MLWEEGH	RT	2868	07188	AT	01MAR98		MHXEE4M	RT		3625	07188	ΑT	01MAR98	
MHXAP4M	RT	2685	073BB	AT	01MAR98		MHWEE4M	RT		3685	07188	AT	O1MAR98	
MHWAP4M	RT	2745	07388	ΑT	O1MAR98		MKXEE4M	RT		3434	07188	ΑT	01MAR98	
MKXAP4H	RT	2388	07388	AT	01MAR98		MKWEE4M	RT		3494	07111	ΑT	O1MAR98	
MKWAP4H	RT	2448	07388	AT	O1MAR98		MLXEE4M	RT		3295	07111	AT	01MAR98	
MLXAP4H	RT PT	2249	07388	AT	O1MAR98		NLWEE4M	RT		3345	07188	AT	O1MAR98	
MLWAP4M	RT RT	2299 2976	073BB 078T	AT	O1MAR98		>>>> ISLA	MAD	ND.	ISB				
MHXPX6M MHWPX6M	RT	3036	0781 078T	AT AT	01MAR98 01MAR98		>>>> 13LAI	OW MADA		5395	057M	AT	O1MAR98	
MKXPX6M	RT	2632	078T	AT	O1MAR98		Ċ	OW		3821	047M	AT	O1MAR98	
MKWPX6M	RT	2692	078T	AT	O1MAR98		Ÿ	OW		3039	067M	AT	O1MAR98	
MLXPX6M	RT	2474	078T	AT	O1MAR98		MHXEE6M	RT		3302	07188	AT	01MAR98	
HLWPX6M	RT	2524	078T	AT	O1MAR98		MHWEE6M	RT		3362	071NN	AT	O1MAR98	
							MKXEE6M	RT		3178	07188	AT	O1MAR98	
>>>> CHE		MAA					MKWEE6M	RT		3238	071##	AT	O1MAR98	
F	OW	5751	057H	AT	O1MAR98		MLXEE6M	RT		3057	07188	AT	01MAR98	
C	Đ₩	4009	047H	AT	O1MAR98		MLWEE6H	RT		3107	07111	AT	01MAR98	
Υ	OM To	3194	067M	AT	01MAR98		MHPX3H MVDV3H	RT		3117	074MH	AT	01MAR98	
MHXEE6N	RT RT	3420 3480	071## 071##	AT	O1MAR98		MKPX3H MLPX3H	RT RT		2941 2805	074HH 074HH	AT AT	O1MAR98	
MKXEE6H	RT.	3008	07144	AT AT	O1MAR98 O1MAR98		HELVOH	N I		2005	O/488	M I	O1MAR98	
MKWEE6H	RT .	3068	07188	AT	O1MAR98		>>>> KABI	JL		KBL				
MLXEE6N	RT	2818	07188	AT	OIMAR98		F	OW.		5527	057 H	AT	O1MAR98	
MLWEE6H	RT	2868	07188	AT	O1MAR98		Ċ	OW		3845	047H	AT	O1MAR98	
MHXAP4N	RT	2685	07388	AT	O1MAR98		Y	DW		3059	067M	AT	O1MAR98	
MHWAP4M	RT	2745	07388	AT	O1MAR98								 -	
MKXAP4H	RT	2388	07388	AT	O1MAR98		>>>> KAR/	ACHI		KHI				
MKWAP4H	RT	2448	07388	AT	O1MAR98		F	OW		5296	057H	AT	O1MAR98	
MLXAP4M	RT	2249	07388	AT	01MAR98		c	8W		3704	047H	AT	O1MAR98	
MLWAP4M	RT	2299	07388	AT	01MAR98		Y	OW		2943	067M	AT	O1MAR98	
	RT	2976	078T	ΑT	01MAR98		MHXEE6M	RT		3302	07188	AT	01MAR98	
MHXPX6M	•••													
MHWPX6M MHWPX6M	RT	3036	078T	AT AT	01MAR98		MHWEE6M	RT RT		3362	071##	AT	O1MAR98	

MEX-KHI

MEX-KHI

Origin					·· <u>··</u> ···		Origin							
> Destinat	ion						> Destinati	on						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis		Note	Fare	Reso	GI	Effective	Expiry
MEXICO	CITY	MEX	USD				>>>> CHE	NNAI		MAA				
>>>> KAI	RACHI	KHI					F	BW		6144	057M	AT	01MAR98	
NKWEE6H	RT	3238	07188	AT	O1MAR98		C	₽₩		4050	047H	AT	O1MAR98	
MLXEE6H	RT RT	3057 3107	071NN 071NN	AT AT	01MAR98 01MAR98		Y1 Y2	DW DW		3375 2217	067H 067H	AT AT	01MAR98 01MAR98	
HLWEE6H HHPX3H	RT	3091	07488	AT	O1MAR98		MHXEE6H	RT		3873	071##	AT	OINAR98	
HKPX3H	RT	2914	074MM	AT	O1MAR98		MHWEE6H	RT		3953	07188	AT	O1HAR98	
HLPX3H	RT	2777	074HH	AT	01MAR98		MKXEE6M	RT		3308	071NN	AT	01MAR98	
							MKWEE6M	RT		3388	071NN	AT	O1MAR98	
>>>> KA1		KTM					MLXEE6M	RT		3045	07148	AT	O1MAR98	
F	OM.	5751	057H	AT	O1MAR98		MLWEE6M	RT		3105	071##	AT	01HAR98	
C Y	OW OW	3995 3182	047M 067M	TA TA	O1MAR98 O1MAR98		MHWAP4M MHWAP4M	RT RT		2862 2942	07388 07388	AT AT	O1MAR98 O1MAR98	
MHXEE4M	RT	3716	071##	AT	O1MAR98		MKXAP4H	RT		2453	07388	AT	O1HAR98	
NHWEE4M	RT	3776	071 MN	AT	01MAR98		MKWAP4N	RT		2533	07388	AT	01MAR98	
MKXEE4M	RT	3520	071 NN	AT	O1MAR98		HLXAP4H	RT		2263	07388	ΑT	01MAR98	
HKWEE4H	RT	3580	071##	AT	O1MAR98		NLWAP4N	RT		2323	073BB	AT	01MAR98	
MLXEE4H	RT	3377	071##	AT	01MAR98		HHXPX6H	RT		3261	0781	AT AT	O1MAR98	
MLWEE4N	RT	3427	071##	AT	O1MAR98		MHWPX6M MKXPX6M	RT RT		3341 2790	078T 078T	AT	O1MAR98 O1MAR98	
>>>> LA	IORF	LHE					MKWPX6M	RT		2870	078T	AT	O1MAR98	
HHXEE6M	RT	3302	071##	AT	O1MAR98		MLXPX6M	RT		2570	078T	AT	O1MAR98	
NHWEE6H	RT	3362	07188	AT	01MAR98		MLWPX6M	RT		2630	078T	AT	O1MAR98	
MKXEE6M	RT	3178	071##	AT	01MAR98									
HKWEE6H	RT	3238	071##	AT	01MAR98		>>>> COL)	CMB				
MLXEE6H	RT	3057	071##	AT	01MAR98		F	OW		6219	057H	AT	01MAR98	
HLWEE6H	RT	3107	07111	AT	01MAR98		C	0W		4139	047#	AT	O1MAR98	
>>>> MUI	I DAI	вом					Y	DW RT		3448	067M	AT AT	O1MAR98	
>>>> m ur F	DA NDVI	5585	057H	AT	01MAR98		NHXEE4N NHWEE4N	RT		3969 4049	071NN 071NN	AT	01MAR98 01MAR98	
c	DW	3855	047H	AT	01MAR98		MKXEE4H	RT		3754	07188	AT	O1MAR98	
Y	0W	3066	067H	AT	O1MAR98		NKWEE4H	RT		3834	071NN	AT	O1HAR98	
HHXEE6M	RT	3274	071##	AT	01MAR98		MLXEE4M	RT		3540	07188	AT	01MAR98	
NHWEE6M	RT	3334	071##	AT	01MAR98		HLWEE4H	RT		3600	07188	AT	O1MAR98	
MKXEE6M	RT	2862	071**	AT	O1MAR98		DEL			551				
MLXEE6H MLXEE6H	RT RT	2922 2672	071## 071##	AT AT	O1MAR98		>>>> DELI	OW		DEL 5941	057M	AT	01MAR98	
MLWEEGH	RT	2722	07188	AT	01MAR98 01MAR98		c	OW		3860	047H	AT	O1MAR98	
HHXAP4H	RT	2539	07388	AT	O1MAR98		Y1	DW		3216	067M	AT	O1MAR98	
HHWAP4H	RT	2599	07388	AT	01MAR98		Y2	DW		2093	067M	ΑT	O1HAR98	
NKXAP4H	RT	2242	07388	AT	01MAR98		MHXEE6M	RT		3672	071##	AT	O1HAR98	
HKWAP4H	RT	2302	07388	AT	O1MAR98		NHWEE6N	RT DT		3752	071#N	AT	O1MAR98 O1MAR98	
HLXAP4H HLWAP4H	RT RT	2103 2153	07388 07388	AT AT	01MAR98 01MAR98		MKXEE6N	RT RT		3106 3186	071## 071##	AT AT	O1MAR98	
HHXPX6H	RT	2829	078T	AT	O1MAR98		MLXEE6N	RT		2844	071##	AT	O1MAR98	
HHWPX6H	RT	2889	078T	AT	O1MAR98		MLWEE6M	RT		2904	071##	AT	O1MAR98	
MKXPX6M	RT	2486	0787	AT	O1MAR98		NHXAP4N	RT		2662	07388	AT	01MAR98	
MKWPX6M	RT	2546	078T	AT	O1MAR98		NHWAP4N	RT		2742	07388	AT	O1HAR98	
MLXPX6M	ŘT PT	2328	078T	AT	O1MAR98		MKXAP4N MKWAP4N	RT pr		2252	07388 07388	AT AT	O1MAR98 O1MAR98	
MLWPX6M	RT	2378	078T	ΑT	O1MAR98	i	MLXAP4M	RT RT		2332 2062	07388	AT AT	O1MAR98	
MONTRE	AL QU	YMQ	CAD				HLWAP4H	RT		2122	07388	AT	O1MAR98	
>>>> CAL		CCU					MHXPX6M	RT		3061	078T	AT	O1MAR98	
F	DW	6144	057M	AT	01MAR98		MHWPX6M	RT		3141	078T	AT	01MAR98	
c	OW	4050	047H	AT	01MAR98		MKXPX6M	RT		2588	078T	ΑT	O1MAR98	
Y1	OM	3375	067M	AT	O1MAR98		MKWPX6M	RT		2668	078T	AT	01MAR98	
Y2	DW	2217	067H	TA	01MAR98		MLXPX6M	RT		2369	078T	AT	O1MAR98	
MHXEE6M MHWEE6M	RT RT	3873 3953	071NN	AT AT	O1MAR98 O1MAR98		NLWPX6M	RT		2429	078T	AT	O1MAR98	
MKXEE6M MKMEE6M	RT	3308	071##	AT	O1MAR98		>>>> DHAI	KA		DAC				
HKWEE6H	RT	3388	071##	AT	OIMAR98		F	OW		6210	057H	AT	O1NAR98	
MLXEE6M	RT	3045	07188	AT	01MAR98		ċ	DW		4111	047H	AT	01MAR98	
HLWEE6H	RT	3105	071NN	AT	01MAR98		Y1	OW		3425	067H	ΑT	01MAR98	
NHXAP4M	RT	2862	07388	AT	01MAR98		Y2	0W		2286	067H	AT	O1MAR98	
HHWAP4H	RT	2942	0738B	AT	01MAR98		MHXEE4M	RT		3854	071#W	AT	OIMAR98	
MKXAP4H Hruadau	RT DT	2453	07388	AT AT	01MAR98	1	NHWEE4H NKXEE4H	RT RT		3934 3644	071## 071##	AT AT	O1MAR98 O1MAR98	
HKWAP4H HLXAP4H	RT RT	2533 2263	07388 07388	AT AT	O1MAR98 O1MAR98	- 1	MKWEE4H	RT		3724	071##	AT	Q1MAR98	
HLXAPAN HLWAPAN	RT	2323	07388	AT	OIMAR98		MLXEE4H	RT		3435	071##	AT	O1MAR98	
HHXPX6M	RT	3261	078T	AT	OIMAR98	1	HLWEE4H	RT		3495	07188	AT	O1MAR98	
HHWPX6H	RT	3341	078T	AT	01MAR98	1								
MKXPX6M	RT	2790	078T	AT	01MAR98	l	>>>> ISLAI		.D	ISB				
HKWPX6H	RT	2870	078T	AT	O1MAR98	1	F	OM		5709	057M		01MAR98	
ILXPX6H	RT	2570	078T	AT	01MAR98	ł	C	0₩		3822	047H		O1MAR98	
ILWPX6H	RT	2630	078T	AT	O1MAR98		Y1	OW		3187	067M	AT	01MAR98	

Date: 28-OCT-97 YMQ-ISB

YMQ-ISB

Origin							Origin						
> Destination	оп						> Destinat	ion					
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
MONTRE		YMQ	CAD	<u> </u>	Litective			RT		078T			CAPy
>>>> ISLA		ISB	CAD				MHXPX6M MHWPX6M	RT	3061 3141	078T	AT AT	O1MAR98 O1MAR98	
Y2	OM	2093	067H	ΑT	01MAR98		MKXPX6M	RT	2588	078T	AT	O1MAR98	
MHXEE4M	RT	3061	071F	AT	O1MAR98		HKWPX6H	RT	2668	078T	AT	01MAR98	
HHWEE4H	RT	3141	071F	AT	01MAR98		MLXPX6M	RT	2369	078T	ΑT	01MAR98	
MKXEE4M	RT	2920	071F	ΑT	01MAR98		HLWPX6H	RT	2429	078T	AT	01MAR98	
MKWEE4H	RT	3000	071F	AT	01MAR98				2011				
MLXEE4H	RT	2779	071F	ΑT	O1MAR98		MUMBA		ВОМ	INR			
MLWEE4H	RT	2839	071F	ΑT	01MAR98		1	S ANGEL CA	LAX				
MHXEE6M	RT	3442	07188	AT	O1MAR98		MHXEE4M	RT	82860	071CC	AT	O1MAR98	
MHWEE6M	RT RT	3522 3285	071## 071##	AT AT	O1MAR98 O1MAR98		MHWEE4M MLXEE4M	RT RT	85010 75325	071CC 071CC	AT AT	O1MAR98 O1MAR98	
MKMEERM MKXEERM	RT	3365	07144	AT	O1MAR98		MLWEE4H	RT	76825	071CC	AT	O1MAR98	
MLXEE6M	RT	3129	071WW	AT	O1HAR98		MHXEE6M	RT	93930	072W	AT	01MAR98	
MLWEE6H	RT	3189	071 NN	AT	O1MAR98		NHWEE6N	RT	96080	072N	AT	01MAR98	
							MLXEE6M	RT	85395	072∥	ΑT	01MAR98	
>>>> KAB	UL	KBL					NLWEE6N	RT	86895	072#	ΑT	01MAR98	
F	OM	5872	057M	ΑT	O1MAR98		ļ						
С	DW	3849	047M	AT	01MAR98		>>>> ME		MEX				
Y	DM	3209	067M	ΑT	O1MAR98		F	00	142955	057M	AT	01MAR98	
	ACUI	Vui					F	RT	264825	057M	AT	O1MAR98	
>>>> KAR	ACHI 0W	KHI 5585	057M	AT	O1MAR98		C	OD RT	92100 171915	047M 047M	AT AT	O1MAR98 O1MAR98	
Ć	0₩	3679	047H	AT	O1MAR98		۲	00	74815	047H	AT	O1MAR98	
Y1	DW	3065	067H	AT	O1MAR98		Y	RT	138410	067M	AT	O1MAR98	
Y2	OW	1989	067M	AT	01MAR98		NHXEE4N	RT	83235	071CC	AT	01MAR98	
MHXEE4M	RT	3061	071F	ΑT	O1MAR98		MHWEE4M	RT	85385	071CC	AT	O1MAR98	
MHWEE4M	RT	3141	071F	ΑT	O1MAR98		MLXEE4M	RT	76790	071CC	AT	01MAR98	
MKXEE4M	RT	2920	071F	AT	O1MAR98		MLWEE4M	RT	78290	071CC	AT	01MAR98	
MKWEE4M	RT	3000	071F	AT	01MAR98		•••	NITOTAL OIL	V140				
MLXEE4M	RT	2779	071F 071F	AT AT	01MAR98		>>>> M U	NTREAL QU	YMQ	0574	AT	04 8 8 8 8 8	
MLWEE4M MHXEE6M	RT RT	2839 3442	0718	AT	O1MAR98 O1MAR98		F	ØØ RT	115885 210685	057H 057H	AT	O1MAR98 O1MAR98	
NHWEE6H	RT	3522	07144	AT	O1MAR98		l c	00	67460	047M	AT	01MAR98	
MKXEE6M	RT	3285	0714N	AT	O1MAR98		c	RT	122640	047H	AT	01MAR98	
MKWEE6M	RT	3365	07188	ΑT	01MAR98		Y1	00	58665	067M	AT	01MAR98	
MLXEE6M	RT	3129	07188	AT	01MAR98		Y2	00	46935	067M	AT	01MAR98	
MTMEERW	RT	3189	071 N N	AT	O1MAR98		Υ	RT	108535	067M	AT	O1MAR98	
V.4.T.		W. T					MHXEE4M	RT	61205	071CC	AT	01MAR98	
>>>> KATI		KTM	057#		04 84 000		NHWEE4M	RT	63355	071CC	AT	01MAR98	
F C	OM OM	6144 4033	057M 047M	AT AT	O1MAR98 O1MAR98		MLXEE4M MLWEE4M	RT RT	54750 56250	071CC 071CC	AT AT	O1MAR98 O1MAR98	
Y	OW	3360	047H	AT	O1MAR98		MHXEE6H	RT	71140	071CC	AT	O1MAR98	
MHXEE4M	RT	3969	07188	AT	O1MAR98		MHWEE6M	RT	73290	072N	AT	O1MAR98	
MHWEE4M	RT	4049	07188	ΑT	01MAR98		MLXEE6M	RT	63660	072N	AT	01MAR98	
MKXEE4M	RT	3754	071 8 K	AT	O1MAR98		MLWEE6M	RT	65160	072N	AT	01MAR98	
HKWEE4H	RT	3834	071##	ΑT	O1MAR98		}						
MLXEE4M	RT	3540	07188	AT	O1MAR98		>>>> NEV	V YORK NY	NYC				
HLWEE4H	RT	3600	07111	AT	01MAR98		<u>F</u>	00	115885	057M	AT	O1MAR98	
1 411	ODE	LUE					F	RT	210685	057M	AT	01MAR98	
NHXEE6N	RT	LHE 3442	071	AT	O1MAR98		C C	OO RT	67460 122640	047M 047M	AT AT	01MAR98 01MAR98	
MHWEE6M	RT	3522	07111	AT	O1MAR98		Y1	00	58665	047H	AT	O1MAR98	
MKXEE6M	RT	3285	07111	AT	O1MAR98		Y2	00	46935	067H	AT	O1MAR98	
MKWEE6M	RT	3365	071WN	AT	01MAR98		Υ	RT	108535	067H	AT	O1MAR98	
MLXEE6M	RT	3129	071 88	ΑT	01MAR98		MHXEE4M	RT	61205	071CC	AT	O1MAR98	
MLWEE6M	RT	3189	071 4 8	ΑT	O1MAR98		MHWEE4M	RT	63355	071CC	AT	01MAR98	
							MLXEE4M	RT	54750	071CC	AT	O1MAR98	
>>>> MUN		BOM	0.57**		0444000		HLWEE4H	RT	56250	071CC	TA	01MAR98	
F	0₩	5941 3960	057# 047#	AT	O1MAR98		MHXEE6M	RT pt	71140	072N	TA TA	01MAR98	
C Y1	DM GM	3860 3216	047M 067M	AT AT	O1MAR98 O1MAR98		MHWEE6M MLXEE6M	RT RT	73290 63660	072N 072N	AT	O1MAR98 O1MAR98	
Y2	DW DW	2093	067H	AT	O1MAR98		MLWEE6M	RT	65160	072N	AT	O1MAR98	
MHXEE6M	RT	3672	07111	AT	O1MAR98								
MHWEE6M	RT	3752	07188	AT	01MAR98		>>>> SAN	I FRANCI CA	SFO				
MKXEE6M	RT	3106	071MM	AT	O1MAR98		NHXEE4H	RT	82860	071CC	AT	O1MAR98	
MKWEE6M	RT	3186	07148	AT	O1MAR98		NHWEE4M	RT	85010	071CC	AT	01MAR98	
MLXEE6M	RT	2844	07111	AT	O1MAR98		MLXEE4M	RT	75325	071CC	AT	01MAR98	
MLWEE6H	RT	2904	07188	AT	01MAR98		HLWEE4H	RT	76825	071CC	AT	O1MAR98	
MHXAP4H	RT	2662	07388	AT	O1MAR98		MKXEE6M	RT	93930	072#	AT	01MAR98	
MHWAP4M	RT	2742	07388	AT	01MAR98		MHWEE6M	RT	96080	072	AT	01MAR98	
MKXAP4H	RT	2252	0738B	AT	O1MAR98		MLXEE6M	RT PT	85395	072W	AT	O1MAR98	
MKWAP4M MLXAP4M	RT RT	2332 2062	073BB 073BB	AT AT	O1MAR98 O1MAR98		MLWEE6N	RT	86895	0721	AT	O1MAR98	
MLWAP4M	RT RT	2122	07388 07388	AT	Q1MAR98								
	***	****	J. J.J.				L					POM S	

BOM-SEA

Origin		. —					Origin							
> Destinati	on						> Destinat	tion						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis		Note	Fare	Reso	GI	Effective	Expiry
MUMBAI		BOM	INR				MHXEE6H	RT		2814	071NN	AT	O1HAR98	
>>>> SEA		SEA					MHWEE6M	RT		2874	071NN	AT	O1MAR98	
MHXEE4M	RT	82860	071CC	AT	01#AR98		MKXEE6H	RT		2403	071NN	AT	01MAR98	
HHWEE4H	RT	85010	071CC	AT	01HAR98		MKWEE6M	RT		2463	07188	AT	01MAR98	
MLXEE4M MLWEE4H	RT RT	75325 76825	071CC 071CC	AT AT	O1MAR98 O1MAR98		MLXEE6H	RT RT		2212 2262	071## 071##	AT AT	01MAR98 01MAR98	
MHXEE6N	RT	93930	071CC	AT	O1MAR98		HHXAP4H	RT		2080	07388	AT	01MAR98	
NHWEE6H	RT	96080	072N	AT	O1MAR98		HHWAP4H	RT		2140	07388	AT	O1MAR98	
MLXEE6M	RT	85395	072 #	AT	01MAR98		MKXAP4M	RT		1782	07388	AT	01MAR98	
HLWEE6H	RT	86895	072N	AT	01MAR98		HKWAP4H	RT		1842	07388	AT	01MAR98	
							HLXAP4H	RT		1644	07388	AT	01MAR98	
>>>> TOR		YTO					HLWAP4H	RT		1694	07388	AT	O1HAR98	
F	00	124410	057H	AT	O1HAR98		NHXPX6M	RT		2370	078T	AT	O1MAR98	
F	RT	226190	057H	AT	O1MAR98		HHWPX6H	RT		2430	078T	AT	01MAR98	
C	00	72555	047#	AT AT	01MAR98		MKXPX6H MKWPX6H	RT RT		2027 2087	078T 078T	AT AT	01MAR98 01MAR98	
C Y1	RT OO	131905 63090	047M 067M	AT	01MAR98 01MAR98		HLXPX6H	RT		1868	078T	AT	OIMAR98	
Y2	00	50475	067H	AT	01MAR98		HLWPX6H	RT		1918	0787	AT	O1MAR98	
Y	RT	116720	067M	AT	01MAR98					1010				
HHXEE4N	RT	65965	071CC	AT	01MAR98		>>>> CO	LOMB	0	CMB				
MHWEE4M	RT	68115	07100	AT	01MAR98		F	OW		5062	057M	AT	01MAR98	
HLXEE4H	RT	59500	071CC	AT	O1MAR98		c	OW		3401	047H	AT	01MAR98	
HLWEE4H	RT	61000	071CC	AT	01MAR98		Y	DW		2808	067H	AT	01MAR98	
MHXEE6N	RT	75885	072	AT	01MAR98		HHXEE4H	RT		3110	071##	AT	01MAR98	
MHWEE6M	RT	78035	072#	AT	01MAR98		MHWEE4M	RT		3170	071##	AT	OIMAR98	
MLXEE6M	RT	68415	072#	AT	01MAR98		MKXEE4M	RT		2914	071##	AT	01MAR98	
MLWEE6M	RT	69915	072#	AT	O1MAR98		HKWEE4H	RT		2974	071##	AT	O1MAR98	
3/2.51	00111155 50						MLXEE4H	RT		2771	071##	AT	01MAR98	
	COUVER BO		0574		04#4000		MLWEE4N	RT		2821	071##	AT	O1MAR98	
F	00	155655	057M	AT	O1MAR98		051	ы		DEI				
C	RT OO	290225 98940	057H 047H	AT	01MAR98 01MAR98		>>>> DEI			DEL 4839	057M	AT	OIMAR98	
C	RT	185600	047H	AT AT	01MAR98		c	OW		3176	047H	AT	OIMAR98	
Y1	00	84895	067H	AT	01MAR98		Y1	DW.		2622	067H	AT	O1MAR98	
Y2	00	73165	Q67M	AT	O1MAR98		Y2	8W		1705	067M	AT	O1MAR98	
Υ	RT	157060	067M	AT	01MAR98		MHXEE6M	RT		2668	07188	AT	01MAR98	
NHXEE4N	RT	82860	071CC	AT	01MAR98		HHWEE6H	RT		2728	071NN	AT	01MAR98	
MHWEE4M	RT	85010	071CC	AT	01MAR98		MKXEE6M	RT		2258	07188	AT	01MAR98	
HLXEE4H	RT	75325	071CC	AT	O1MAR98		NKWEE6N	RT		2318	071##	ΑT	O1MAR98	
HLWEE4H	RT	76825	071CC	AT	O1MAR98		MLXEE6H	RT		2066	071##	AT	O1MAR98	
MHXEE6M	RT	93930	072#	AT	O1MAR98		NLWEE6H	RT		2116	071##	AT	O1MAR98	
MHWEE6M	RT RT	96080 85395	072¥ 072∦	AT AT	O1MAR98 O1MAR98		MHXAP4M MHWAP4M	RT RT		1934 1994	07388 07388	AT AT	O1MAR98 O1MAR98	
MLWEE6H	RT	86895	0721	AT	OIMAR98		MKXAP4H	RT		1636	07388	AT	O1HAR98	
C#CLO!!	***	00030	4124	-	• 1		HKWAP4H	RT		1696	07388	AT	O1MAR98	
NEW YOR	RK NY	NYC	USD				MLXAP4M	RT		1498	07388	AT	01MAR98	
>>>> CAL		CCU					NLWAP4H	RT		1548	07388	AT	O1MAR98	
F	OM	5005	057M	AT	01MAR98		MHXPX6M	RT		2224	078T	AT	O1MAR98	
c	DW .	3331	047N	AT	01MAR98		HHWPX6H	RT		2284	078T	AT	01MAR98	
Y1	BW	2749	067M	AT	01MAR98		MKXPX6M	RT		1881	078T	AT	O1MAR98	
Y2	OW	1805	067Ħ	AT	01MAR98		MKWPX6M	RT		1941	078T	AT	O1MAR98	
MHXEESM	RT	2814	071##	AT	01MAR98		MLXPX6M	RT		1722	078T	AT	O1MAR98	
NHWEE6N	RT	2874	07188	AT	01MAR98	1	NLWPX6H	RT		1772	078T	AT	O1MAR98	
MKXEE6M	RT	2403	071##	AT	01MAR98		BIT			040				
MKWEE6M	RT	2463	071##	AT	01MAR98		>>>> DH/			DAC	0574	47	01 84 000	
HLXEE6H	RT	2212	071##	AT	01#AR98	1	F C	OM OM		5059 3380	057M	AT AT	O1MAR98 O1MAR98	
MLWEE6M MHXAP4M	RT RT	2262 2080	071## 07388	AT AT	01MAR98 01MAR98		Y1	DW UW		3380 2789	047H 067H	AT	O1HAR98	
MHWAP4M	RT	2140	0738B	AT	O1MAR98		Y2	OW		1861	067H	AT	O1MAR98	
HKXAP4H	RT	1782	07388	AT	O1MAR98	1	NHXEE4N	RT		3019	071NN	AT	01MAR98	
NKWAP4H	RT	1842	07388	AT	O1MAR98		NHWEE4H	RT		3079	071NN	AT	O1MAR98	
NLXAP4H	RT	1644	07388	AT	01MAR98		MKXEE4M	RT		2828	071NN	AT	O1MAR98	
HLWAP4H	RT	1694	07388	AT	01MAR98		MKWEE4H	RT		2888	071 NN	AT	O1MAR98	
MHXPX6M	RT	2370	078T	AT	01MAR98	-	MLXEE4H	RT		2690	071NN	AT	O1MAR98	
MHWPX6M	RT	2430	078T	AT	O1MAR98	1	NLWEE4H	RT		2740	071NN	AT	O1MAR98	
MKXPX6M	RT	2027	078T	AT	O1MAR98					100				
MKWPX6M	RT	2087	078T	AT	O1MAR98		>>>> ISL/		עו	ISB			A4 H4 D4 -	
MLXPX6H	RT	1868	078T	AT	O1MAR98	l	F	₽₩		4649	057H	AT	O1MAR98	
MLWPX6M	RT	1918	078T	AT	O1MAR98	-	C	₽₩		3143	0478	AT	O1MAR98	
						1	Y1	0W		2595	067H	AT	O1MAR98	
>>>> CHEM		MAA				1	Y2	OW		1705	067M	AT	01HAR98	
F	OW	5005	057H	TA	O1HAR98		MHXEE4M	RT		2399	071F	AT	O1MAR98	
C	DW DW	3331	047N	AT	O1MAR98		MHWEE4N MKYEEAN	RT RT		2459	071F 071F	AT AT	01MAR98 01MAR98	
Y1	DM.	2749	067H	AT	O1MAR98	1	MKXEE4N MKWEE4N	RT RT		2290 2350	071F		O1MAR98	
2	DW	1805	067H	AT	01MAR98		12 T T T T T T T T T T T T T T T T T T T	n i		2330	ALTL		-T1121/20	

Date: 28-OCT-97 NYC-ISB

NYC-ISB

NYC	-12R													
Origin							Origin		_					
> Destinati	ion						> Destina	tion						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	;	Note	Fare	Reso	Gi	Effective	Expin
NEW YO	RK NY	NYC	USD				MLWPX6M	RT	-	1772	078T	AT	O1MAR98	
>>>> ISL/		ISB												
MLXEE4M	RT	2178	071F	AT	01MAR98		SAN FF	RANC	CA	SFO	USD			
HLWEE4H	RT	2228	071F	AT	01MAR98		>>>> ISI	.AMAB	ΑĐ	ISB				
MHXEE6M	RT	2696	071NN	AT	01MAR98		MHXEE6M	RT		2979	071NN	AT	O1MAR98	
MHWEE6M	RT	2756	071NN	AT	O1MAR98		MHWEE6M	RT		3039	071NN	AT	01MAR98	
MKXEE6M	RT	2573	071 N N	AT	01MAR98		MKXEE6M	RT		2844	071NN	AT	01MAR98	
NKWEE6M	RT	2633	071NN	AT	01MAR98		MKWEE6M	RT		2904	071NN	AT	01MAR98	
MLXEE6M	RT	2451	071 N N	ΑT	O1MAR98		MLXEE6M	RT		2708	071NN	ΑT	01MAR98	
NLWEE6N	RT	2501	07144	AT	01MAR98		HLWEE6H	RT		2758	07188	AT	01MAR98	
>>>> KAE		KBL					>>>> KA			KHI				
F	OM	4783	057H	ΑT	O1MAR98		MHXEE6M	RT		2979	071 N N	AT	O1MAR98	
С	OM	3167	047H	ΑT	O1MAR98		MHWEE6M	RT		3039	071##	AT	O1MAR98	
Y	OW	2615	067M	AT	01MAR98		MKXEE6M	RT		2844	07188	AT	O1MAR98	
							MKWEE6M	RT		2904	071NN	AT	O1MAR98	
>>>> KAF		KHI					MLXEE6M	RT		2708	071 N N	ΑT	O1MAR98	
F	DW	4551	057M	AT	O1MAR98		MLWEE6H	RT		2758	07111	ΑT	O1MAR98	
С	OM	3026	047H	ΑT	01MAR98									
Y1	₽₩	2498	067H	AT	01MAR98		>>>> LA			LHE				
Y2	OW	1621	067M	AT	O1MAR98		MHXEE6M	RT		2979	071NN	AT	O1MAR98	
MHXEE4M	RT	2399	071F	AT	O1MAR98		MHWEE6M	RT		3039	07111	AT	O1MAR98	
NHWEE4N	RT	2459	071F	AT	O1MAR98		MKXEE6M	RT		2844	07188	AT	O1MAR98	
KXEE4M	RT	2290	071F	AT	01MAR98		MKWEE6M	RT		2904	071##	AT	O1MAR98	
NKWEE4N	RT	2350	071F	ΑT	01MAR98		MLXEE6N	RT		2708	071 NN	AT	O1MAR98	
MLXEE4M	RT	2178	071F	AT	01MAR98		NLWEE6M	RT		2758	07111	ΑT	O1MAR98	
HLWEE4H	RT	2228	071F	ΑT	01MAR98									
MHXEE6M	RT	2696	07188	ΑT	01MAR98		SEATTI	LE WA	١.	SEA	USD			
HWEE6N	RT	2756	07144	ΑT	01MAR98		>>>> ISL	AMAB.	AD	ISB				
MKXEE6N	RT	2573	071##	ΑT	01MAR98		MHXEE6M	RT		2979	071#W	ΑT	O1MAR98	
KWEE6N	RT	2633	071##	ΑT	Olmar98		MHWEE6M	RT		3039	071##	ΑT	01MAR98	
NLXEE6M	RT	2451	071 N N	ΑT	01MAR98		MKXEE6M	RT		2844	071NN	ΑT	O1MAR98	
HLWEE6M	RT	2501	071WW	AT	O1MAR98		MKWEE6M	RT		2904	07188	ΑT	O1MAR98	
							MLXEE6H	RT		2708	07144	ΑT	O1MAR98	
>>>> KAT	HMANDU	KTM					MLWEE6M	RT		2758	071NN	AT	01MAR98	
F	OW	5005	057M	AT	O1MAR98		ł							
c	0W	3317	047H	ΑT	O1MAR98		>>>> KA	RACHI		KHI				
Υ	D₩	2737	067M	ΑT	01#AR98		MHXEE6M	RT		2979	07188	ΑT	O1MAR98	
MHXEE4M	RT	3110	071##	AT	01MAR98		NHWEE6M	RT		3039	07188	AT	O1MAR98	
MHWEE4M	RT	3170	07188	AT	01MAR98		MKXEE6M	RT		2844	07148	AT	O1MAR98	
MKXEE4H	RT	2914	07144	AT	O1MAR98		MKWEE6H	RT		2904	07111	ΑT	O1MAR98	
MKWEE4M	RT	2974	07188	AT	01MAR98		MLXEE6M	RT		2708	07188	AT	O1MAR98	
MLXEE4H	RT	2771	07188	AT	01MAR98		MLWEE6M	RT		2758	07148	AT	O1MAR98	
NLWEE4N	RT	2821	07188	AT	01MAR98		f							
							>>>> LA	HORE		LHE				
>>>> LAH	IORE	LHE					MHXEE6M	RT		2979	071##	AT	O1MAR98	
HHXEE6M	RT	2696	071##	AT	01MAR98		MHWEE6M	RT		3039	07144	AT	O1MAR98	
HWEE6M	RT	2756	071##	AT	01MAR98		MKXEE6M	RT		2844	07188	AT	O1MAR98	
KXEE6M	RT	2573	07188	AT	01MAR98		MKWEE6M	RT		2904	07188	AT	O1MAR98	
KWEE6M	RT	2633	07188	AT	01MAR98		MLXEE6M	RT		2708	07188	AT	O1MAR98	
MLXEE6M	RT	2451	07188	AT	O1MAR98		MLWEE6M	RT		2758	07188	AT	01MAR98	
ILWEE6H	RT	2501	07188	ΑT	01MAR98			TC	_	Vers				
							TORON			YTO	CAD			
>>>> MUI	MBAI	BOM					>>>> CA		Α	CCU				
F	DW	4839	057M	AT	01MAR98		F	DW		6388	057M	ΑT	O1MAR98	
:	o₩	3176	047H	ΑT	01MAR98		c	O₩		4245	047M	AT	O1MAR98	
1 1	o₩	2622	067M	ΑT	O1MAR98		Y1	OW		3537	067M	AT	01MAR98	
12	ØW	1705	067M	AT	O1MAR98		Y2	DW		2380	067M	ΑT	O1MAR98	
HXEE6M	RT	2668	071 W W	AT	O1MAR98									
HWEE6H	RT	2728	07144	AT	O1MAR98		>>>> CH	ENNAI		MAA				
KXEE6#	RT	2258	07188	AT	O1MAR98		F	OW		6388	057M	AT	O1MAR98	
KWEE6M	RT	2318	07188	AT	O1MAR98		C	OW		4245	047M	ΑT	01MAR98	
LXEE6#	RT	2066	07111	ΑT	O1MAR98		Y1	OW		3537	067H	AT	O1MAR98	
ILWEE6H	RT	2116	07188	AT	O1MAR98		Y2	OW		2380	067M	AT	O1MAR98	
HXAP4H	RT	1934	073BB	AT	01MAR98		1							
HWAP4H	RT	1994	07388	AT	O1MAR98		>>>> DE	LHI		DEL				
KXAP4H	RT	1636	07388	AT	01MAR98		F	DW		6183	057M	AT	01MAR98	
KWAP4H	RT	1696	07388	AT	01MAR98		l c	OW		4056	047M	AT	O1MAR98	
ILXAP4H	RT	1498	07388	AT	01MAR98		Y1	OW		3380	067M	AT	O1MAR98	
ILWAP4H	RT	1548	07388	AT	Q1MAR98		Y2	OW		2255	067M	AT	O1MAR98	
HXPX6M	RT	2224	07355 078T	AT	O1MAR98		}			-233				
			078T	AT	OIHAR98		 >>>> ISL	AMAP	ΔD	ISB				
HWPX6M	RT	2284					5>>>> 13L	.AMAD: WD		5952	057M	AT	O1MAR98	
KXPX6#	RT PT	1881	0787 0787	AT	01MAR98		1 '							
IKWPX6M ILXPX6M	RT	1941	078T	AT	O1MAR98		l C	0₩		4017	047H	AT	O1MAR98	
	RT	1722	078T	ΑT	01MAR98		Y1	OΜ		3348	067M	AT	O1MAR98	

YTO-ISB

Origin > Destinat	ion						Origin > Destinati	ion						
Fare Basis		Fare	Reso	GI	Effective	Expiry	Fare Basis	011	Note	Fare	Reso	GI	Effective	Expiry
TORON		YTO	CAD		Liteotive	CAPITY		RT	11010	3606	071##	AT	O1HAR98	
>>>> ISL		ISB	CAD				HLWEE6H	R I		3000	OIIN	A	VINAKSO	
Y2	OM	2255	067H	AT	O1HAR98		>>>> LAH	IORE		LHE				
MHXEE4M	RT	3271	071F	AT	O1MAR98		MHXEE6H	RT		3900	071##	AT	01MAR98	
NHWEE4N	RT	3351	071F	AT	O1MAR98		NHWEE6H	RT		3980	071NN	AT	01MAR98	
NKXEE4H	RT	3125	071F	AT	O1MAR98		MKXEE6M	RT		3723	07188	AT	01MAR98	
NKWEE4H	RT	3205	071F	AT	O1MAR98		NKWEE6H	RT		3803	071NN	AT	01MAR98	
NLXEE4H	RT	2974	071F	AT	Q1MAR98		MLXEE6M	RT		3546	071##	AT	O1MAR98	
HLWEE4H	RT	3034	071F	AT	01MAR98		MLWEE6M	RT		3606	07188	AT	O1MAR98	
MHXEE6H	RT	3657	07188	AT	01MAR98									
MHWEEGH	RT	3737	07188	AT	01MAR98									
MKXEE6M	RT	3491	071##	AT	01MAR98									
MKWEE6H	RT	3571	071#N	AT	01MAR98									
MLXEE6H	RT	3325	071##	AT	01MAR98									
MLWEE6M	RT	3385	071##	AT	01MAR98									
>>>> KAI	RACHI	KHI												
F	DM	5830	057M	AT	01MAR98									
C	₽₩	3875	047H	AT	01MAR98									
Y1	0W	3228	067M	AT	O1MAR98									
Y2	D₩	2153	067M	AT	O1MAR98									
MHXEE4M	RT	3271	071F	AT	Q1MAR98		ļ							
HHWEE4H	RT	3351	071F	AT	01#AR98									
MKXEE4H	RT	3125	071F	AT	01MAR98									
HKWEE4H	RT	3205	071F	AT	01MAR98									
HLXEE4H	RT	2974	071F	AT	O1MAR98									
HLWEE4H	RT	3034	071F	AT	O1MAR98									
MHXEE6M	RT	3657	07188	AT	O1MAR98									
HHWEE6H	RT	3737	071##	AT	O1MAR98									
HKXEE6H	RT	3491	071##	AT	O1MAR98									
WKMEE9H	RT	3571	071##	AT	O1MAR98									
MLXEE6M	RT pt	3325	071##	AT AT	O1MAR98									
NLWEE6N	RT	3385	071##	AT	O1MAR98									
>>>> LAH	IODE	LHE												
			071##	AT	04 84 000									
NHXEE6N	RT	3657	07188	AT	01MAR98									
NHWEE6H	RT	3737	071##	AT	01MAR98	1								
MKXEE6M	RT	3491	07188	AT	01MAR98									
MKMEE9H	RT	3571	07188	AT	01MAR98									
MLWEE6N	RT RT	3325 3385	071## 071##	AT AT	01MAR98 01MAR98									
REMEEUR	6,1	5505	0,111	~ .	OTHANSO									
>>>> MUR	MBAI	BOM												
F	OW	6183	057M	AT	01MAR98									
c .	OM.	4056	047H	AT	O1MAR98									
Y1	0₩	3380	067M	AT	O1MAR98									
Y2	OW	2255	067M	AT	O1MAR98									
VANCOL	JVER BC	YVR	CAD											
>>>> ISL/	AMABAD	ISB												
MHXEE4M	RT	3573	071F	AT	01MAR98									
HHWEE4H	RT	3653	071F	AT	O1MAR98	1								
MKXEE4M	RT	3410	071F	ΑT	O1MAR98	1								
HKWEE4H	RT	3490	071F	AT	01MAR98									
MLXEE4M	RT	3248	071F	AT	01MAR98									
MLWEE4H	RT	3308	071F	AT	01MAR98	1								
MHXEESH	RT	3900	071##	AT	01MAR98	1								
MHWEE6H	RT	3980	071##	AT	O1MAR98	1								
MKXEE6M	RT	3723	071##	AT	01MAR98	1								
MKWEE6H	RT	3803	071##	AT	01MAR98									
MLXEE6M	RT	3546	07111	AT	01MAR98	1								
NLWEE6H	RT	3606	071##	AT	Q1MAR98									
						ĺ								
>>>> KAR		KHI				1								
HHXEE4H	RT	3573	071F	AT	O1MAR98									
MHWEE4M	RT	3653	071F	AT	O1MAR98	1								
MKXEE4H	RT	3410	071F	AT	O1MAR98									
NKWEE4H	RT	3490	071F	AT	01MAR98	1								
MLXEE4N	RT	3248	071F	AT	01MAR98	1								
ILWEE4N	RT	3308	071F	AT	01MAR98	- 1								
HXEE6M	RT	3900	07188	AT	O1MAR98	- 1								
HHWEE6M	RT	3980	07148	ΑT	01MAR98	1								
		3723	07188	AT	01MAR98	1								
KXEE6M	RT					1								
	RT RT	3803 3546	071## 071##	AT AT	01MAR98" 01MAR98	1								

Date: 28-OCT-97 YVR-LHE



SPECIFIED PASSENGER FARES TABLES

NATL - SOUTH EAST ASIA

ALA-MEX

	N-MEX						12						
Origin							Origin						
> Destinat				٠.	- "		> Destinat		-	_	٥.	F# **	
Fare Basis		Fare	Reso	Gí	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expir
ALMAT'		ALA	USD				MKWAP3M	RT	5496	073VV	ΑT	01MAR98	
	XICO CITY	MEX					MLXAP3H	RT	5152	073VV	AT	01MAR98	
F	OM DM	5633 3833	057M 047M	AT AT	O1MAR98		HLWAP3H	RT	5228	073VV	ΑT	O1MAR98	
C Y	DW	3073	047H	AT	O1MAR98 O1MAR98		NE	W YORK NY	NYC				
, MHEE4M	RT	4014	077W	AT	O1MAR98		F	OW	8733	057M	ΑT	01MAR98	
MKEE4M	RT	3862	072W	AT	O1MAR98		c	DW .	6366	047H	AT	01MAR98	
MLEE4H	RT	3711	072W	AT	01MAR98		Y	OW	5305	067H	AT	O1MAR98	
							MHXEE6M	RT	6697	071P	ΑT	O1MAR98	
	NTREAL QU	YMQ					MHWEE6H	RT	6790	071P	AT	01MAR98	
F	0M	4889	057M	ΑT	01MAR98		MKXEE6M	RT	6399	071P	ΑT	01MAR98	
C	OW	3155	047H	AT	01MAR98		MKWEE6H	RT	6490	071P	AT	01MAR98	
Y Mhee4h	OW RT	2629 3329	067M 072W	AT AT	01MAR98 01MAR98		MLXEE6M	RT RT	6100 6177	071P 071P	AT AT	O1MAR98 O1MAR98	
HKEE4H	RT	3176	072W	AT	O1MAR98		MHXAP3H	RT	5656	073VV	AT	01MAR98	
MLEE4H	RT	3025	072W	AT	O1MAR98		HHWAPSH	RT	5748	073VV	AT	O1MAR98	
							MKXAP3M	RT	5404	073VV	AT	O1MAR98	
>>>> NE	W YORK NY	NYC					MKWAP3M	RT	5496	073VV	AT	O1MAR98	
F	OW	4889	057M	ΑT	01MAR98		MLXAP3M	RT	5152	073VV	AT	01MAR98	
C	OW	3155	047M	AT	01MAR98		MLWAP3H	RT	5228	073VV	AT	O1MAR98	
Y	OW	2629	067H	AT	01MAR98		DANCE	ΩK	вкк	THB			
MHEE4M	RT DT	3329	072W	AT	01MAR98		BANGK			ıup			
MKEE4M	RT	3176	072W	AT	01MAR98		1	XICO CITY	MEX	05711		01#4000	30 444
MLEE4H	RT	3025	072W	ΑT	O1MAR98) f F	00 00	118285 121835	057H 057H	AT AT	01MAR98 01JUL98	3010
ASHKH,	ARAD	ASB	USD				F	RT	232665	057H	AT	0150E98	30JUN:
	XICO CITY	MEX	000				F	RT	239645	057H	AT	01,01,08	50504
F	DW DITT	4892	057M	ΑT	01MAR98		ľ	00	82620	047M	AT	0150E98	30JU#
c	OW	3499	047M	AT	01HAR98		c	00	85100	047M	AT	01JUL98	
Y	₽₩	2796	067M	AT	01MAR98] c	RT	162665	047M	AT	01MAR98	30JU#
MEE4M	RT	3742	072W	AT	01MAR98		c	RT	167545	047H	AT	01JUL98	
) Y	00	65750	067M	AT	O1MAR98	30JUN
	NTREAL QU	YMQ					Y	00	67725	067M	AT	01JUL98	
F	O.A.	4146	057M	AT	01MAR98		Y	RT	129345	067M	AT	01MAR98	30JU#9
C Y	OM OM	2820 2351	047M 067M	AT AT	01MAR98 01MAR98		MHXEE6M	RT RT	133230 86690	067M 071P	AT AT	01JUL98 01MAR98	30JU#
MEE4M	RT	3057	072W	AT	01MAR98		MHXEE6M	RT.	89295	071P	AT	01JUL98	3030 R.
							MHWEE6M	RT	88370	071P	AT	01MAR98	30JUN9
>>>> NE\	W YORK NY	NYC					NHWEE6H	RT	91025	071P	AT	01JUL98	
F	OM	4146	057M	AT	01MAR98		MKXEE6M	RT	83535	071P	· AT	01MAR98	30JUN9
c	OW	2820	047M	AT	01MAR98		MKXEE6M	RT	86045	071P	AT	01JUL98	
Υ	DW	2351	067M	AT	O1MAR98		MKWEE6M	RT	85210	071P	AT	O1MAR98	3010#
MEE4H	RT	3057	072W	AT	O1MAR98		MKWEE6M	RT RT	87770	071P	AT AT	01JUL98	30.108
RANDA	R SERIB	BWN	BND				MLXEE6M MLXEE6M	RT	80385 82800	071P 071P	AT	O1MAR98 O1JUL98	30304
_,	XICO CITY	MEX	5115				MLWEE6M	RT	81785	071P	AT	0130E38	301089
F	OW OIL !	9786	057M	AT	01MAR98		HLWEE6H	RT .	84240	071P	AT	01JUL98	30304.
c	OW	7324	047M	AT	O1MAR98				57275	0, 1,	-	2.50000	
Y	OW	5933	067M	AT	O1MAR98		>>>> MO	NTREAL QU	YMQ				
MHXEE6M	RT	7658	071P	AT	01MAR98		F	00	99090	057M	AT	O1MAR98	30JU#9
NHWEE6H	RT	7749	071P	AT	01MAR98		F	00	102065	057M	AT	01JUL98	
MKXEE6M	RT OT	7358	071P	AT	01MAR98		F	RT ot	194270	057M	AT	O1MAR98	301089
HKWEE6M	RT ot	7450	071P	AT	O1MAR98		F	RT nn	200100	057H	AT	01JUL98	30 111=7
MLXEE6M MLWEE6M	RT RT	7059 7135	071P 071P	AT AT	01MAR98 01MAR98		C	00 00	65155 67110	047M 047M	AT AT	01MAR98 01JUL98	301011
-CHCCON		1133	0.11	~'	221141130		c	RT	127730	047H	AT	OIMAR98	30,101
>>>> M O	NTREAL QU	YMQ					c	RT	131565	0478	AT	01JUL98	
F	OW	8733	057M	AT	01MAR98		Y	00	54300	067#	AT	O1MAR98	30JUN
c	DW .	6366	047H	AT	01MAR98		Y	00	55930	067M	AT	01JUL98	
4	DW	5305	067M	AT	O1MAR98		Y	RT	106440	067H	AT	O1MAR98	30JU#
MHXEE6M	RT	6697	071P	AT	01MAR98		Υ	RT	109635	067M	AT	01JUL98	
#ULJEE4#	RT	6790	071P	AT	01MAR98		MHXEE6M	RT	69295	071P	AT	01MAR98	301089
	RT pr	6399	071P	AT	O1MAR98		MHXEEKM	RT pt	71375	071P	AT	01JUL98	30 1014
MKXEE6M	RT	6490 6100	071P 071P	AT AT	O1MAR98 O1MAR98		NHWEE6H	RT RT	70970 73100	071P 071P	AT AT	01MAR98 01JUL98	3010119
NKXEE6M	RT		071P	AT	OIMAR98		MKXEE6M	RT	66150	071P	AT	0130L98	30JU#9
MFXEERW WKMEERW WKXEERW	RT RT	6177	W1 4 F		O1MAR98		MKXEE6H	RT	68135	071P	AT	01JUL98	5450 4 .
NTMEERN NTXEERN NKMEERN NKXEERN	RT	6177 3062	073F	ΑI									
MKXEE6M MLWEE6M MLWEE6M MLWEE6M		6177 3062 3108	073F 073F	AT AT	O1MAR98		MKWEE6M	RT	67825	071P	ΑT	O1MAR98	3010#9
MKXEE6M MKWEE6M MLXEE6M MLXAP MHXAP	RT 00	3062					NKWEE6N	RT RT	67825 69860	071P 071P	AT AT	O1MAR98 O1JUL98	301089
MKXEE6M MKWEE6M MLXEE6M MLWEE6M MHXAP MHWAP MKXAP	RT 00 00	3062 3108	073F	AT	O1MAR98		í						
MKXEE6M MKWEE6M MLXEE6M MLXAP MHXAP MKXAP MKXAP MKWAP	RT 00 00 00	3062 3108 2929 2974 2794	073F 073F 073F 073F	AT AT	01MAR98 01MAR98 01MAR98 01MAR98		MLXEE6M MLXEE6M	RT RT RT	69860 62995 64885	071P 071P 071P	AT AT AT	01JUL98 01MAR98 01JUL98	301088
MHWEEGH MKWEEGH MKWEEGH MLWEEGH MHXAP MKWAP MKWAP MKWAP MLXAP MLXAP MLXAP MLXAP	RT 80 80 80 80 80 80 80	3062 3108 2929 2974 2794 2828	073F 073F 073F 073F 073F	AT AT AT AT	01MAR98 01MAR98 01MAR98 01MAR98 01MAR98		MLXEE6M MLXEE6M MLXEE6M	RT RT RT RT	69860 62995 64885 64390	071P 071P 071P 071P	AT AT AT	01JUL98 01MAR98 01JUL98 01MAR98	
NKXEE6M MKWEE6M MLXEE6M MLWEE6M MHXAP MHWAP MKXAP MKXAP MKXAP MKXAP	RT 80 80 80 80 80 80	3062 3108 2929 2974 2794	073F 073F 073F 073F	AT AT AT AT	01MAR98 01MAR98 01MAR98 01MAR98		MLXEE6M MLXEE6M	RT RT RT	69860 62995 64885	071P 071P 071P	AT AT AT	01JUL98 01MAR98 01JUL98	30108

Date: 28-OCT-97

BKK-YMQ

BKK-YMQ

Origin							Origin						
> Destinat	ion						> Destin	ation					
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Bas	is Note	Fare	Reso	Gl	Effective	Expiry
BANGK	OK	BKK	THB				M cccc	ONTREAL QU	YMQ				
	NTREAL QU						F	OW	45460	057H	AT	01MAR98	
MHWAP	00	37115	073F	AT	01MAR98	30JUN98	c	DW	30710	047H	AT	01MAR98	
PAWAP	00	38230	073F	AT	01JUL98		Y	₽₩	25090	067H	AT	01MAR98	
MKXAP	00	34650	073F	AT	O1MAR98	30JU#98	MHXEE6M	RT	35210	071P	AT	01MAR98	
MKXAP	80	35690	073F	AT	01JUL98		NHWEE6N	RT	35730	071P	AT	O1HAR98	
MKWAP	00	35470	073F	AT	01HAR98	30JUN98	MKXEE6H	RT	33610	071P	AT	OIMAR98	
HKWAP	00	36535 33000	073F 073F	TA TA	01JUL98 01MAR98	30JUN98	MKWEE6H	RT RT	34130 32010	071P 071P	TA TA	O1MAR98 O1MAR98	
MLXAP MLXAP	00	33990	073F	AT	01JUL98	2070430	MLWEE6H	RT	32440	071P	AT	OIMAR98	
HLWAP	00	33610	073F	AT	0130030 01MAR98	30JU#98	HHXAP3H	RT	29330	07377	AT	O1MAR98	
HLWAP	80	34620	073F	AT	01JUL98		MHWAP3H	RT	29840	073VV	AT	O1MAR98	
MHXAP3M	RT	63435	073VV	AT	01HAR98	30JU#98	MKXAP3H	RT	28000	073VV	AT	01MAR98	
REGAZER	RT	65340	073VV	ΑT	01JUL98		HKWAP3H	RT	28520	073VV	AT	01MAR98	
HEGAWHH	RT	65110	073VV	AT	O1MAR98	30JU#98	HLXAP3H	RT	26670	073VV	ΑT	O1MAR98	
MHWAP3M	RT	67065	073VV	AT	01JUL98		HLWAP3H	RT	27100	073VV	AT	O1MAR98	
MKXAP3H	RT	60615	073VV	AT	O1HAR98	30JUN98		THE VODE ANY	10/0				
MKXAP3M	RT	62435	073VV	AT	01JUL98	20 111 100	1	EW YORK NY	NYC	05711	4.7	0444000	
MKWAP3M	RT	62290	073VV	AT	01HAR98	30JU#98	F	OW	45460	057H	AT	01MAR98	
NKWAP3N Nivadan	RT RT	64160 57800	073VV	TA	O1JUL98 O1MAR98	30JUN98	C Y	DW WO	30710 25090	047H 067H	AT AT	01MAR98 01MAR98	
MLXAP3H MLXAP3H	₩≀ RT	57800 59535	073VV 073VV	AT AT	O1JUL98	ついしいませる	MHXEE6M	RT	35210	05/R 071P	AT	OIMAR98	
MLWAP3M	RT	59535 59195	073VV	AT	0110198 01MAR98	30JU#98	NHWEE6N	RT	35730	071P	AT	O1MAR98	
MLWAP3M	RT	60975	073VV	AT	01JUL98	JUD 0 R J U	MKXEE6M	RT	33610	071P	AT	O1MAR98	
	***	20313		- 1			HKWEE6H	RT	34130	071P	AT	O1MAR98	
>>>> NEV	V YORK NY	NYC					MLXEE6H	RT	32010	071P	AT	O1MAR98	
F	00	99090	057#	AT	01MAR98	30JUN98	NLWEE6H	RT	32440	071P	AT	01MAR98	
F	00	102065	057H	AT	01JUL98		MHXAP3M	RT	29330	073VV	AT	01MAR98	
F	RT	194270	057M	AT	01MAR98	30JU#98	HHWAP3H	RT	29840	073VV	AT	01MAR98	
F	RT	200100	057H	AT	01JUL98		MKXAP3M	RT	28000	073VV	AT	O1MAR98	
C	00	65155	047M	ΑT	O1MAR98	30JU#98	MKWAP3M	RT	28520	073VV	AT	01MAR98	
τ	00	67110	047N	AT	01JUL98		MLXAP3M	RT	26670	073VV	ΑT	O1MAR98	
c	RT	127730	047H	AT	01#AR98	30JUN98	MLWAP3M	RT	27100	073VV	AT	O1MAR98	
C	RT	131565	047H	AT	01JUL98		EVATE	RINBURG	SVX	USD			
Y	00	54300	067H	AT	O1MAR98	30JU#98	ł			USD			
Y	00	55930	067M	AT	01JUL98	20 0/800	ł	EXICO CITY	MEX	0574		04#4000	
Y Y	RT RT	106440	067M 067M	AT AT	01MAR98	86#NF0E	F C	OM OM	4892 3499	057M 047M	AT AT	01MAR98 01MAR98	
MHXEE6M	RT	109635 69295	071P	AT	01JUL98 01MAR98	30JU#98	Y	OM	2796	067H	AT	O1MAR98	
MHXEE6M	RT	71375	071P	AT	01JUL98	3020130	MEE4H	RT	3742	072W	AT	O1MAR98	
MHWEE6M	RT	70970	071P	AT	01MAR98	30JU#98	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•••	51.12	2720			
MHWEE6M	RT	73100	071P	AT	01JUL98		>>>> M(ONTREAL QU	YMQ				
MKXEE6H	RT	66150	071P	AT	01MAR98	30JU#98	F	OW	4146	057H	AT	O1MAR98	
MKXEE6M	RT	68135	071P	AT	01JUL98		c	0₩	2820	047M	AT	O1MAR98	
MKWEE6H	RT	67825	071P	AT	01MAR98	30JU#98	γ	DW	2351	067N	AT	O1MAR98	
MKWEE6M	RT	69860	071P	AT	01JUL98		MEE4M	RT	3057	072W	AT	O1MAR98	
MLXEE6#	RT	62995	071P	AT	O1MAR98	30JU#98							
MLXEE6M	RT	64885	071P	AT	01JUL98			W YORK NY	NYC				
NLWEEGH	RT	64390	071P	AT	O1MAR98	30JU#98	F	₽₩	4146	057M	AT	O1MAR98	
NLWEE6N	RT	66325	071P	AT	01JUL98	*******	C	OW.	2820	047H	AT	O1MAR98	
MHXAP3M	RT	63435	073VV	AT	01MAR98	3010#98	Y	OW DT	2351	067M	AT	01MAR98	
HHXAP3M Muuapam	RT PT	65340 65110	073VV 073VV	AT AT	01JUL98 01MAR98	30JU#98	NEE4H	RT	3057	072W	AT	O1MAR98	
HEGAWHH HEGAWHH	RT RT	65110 67065	073VV	AT	O1JUL98	2020420	HO CHI	MINH C	SGN	USD			
HHHAYSH MKXAP3H	r: r:	60615	07300	AT	0130L98	30JUN98		XICO CITY	MEX				
MKXAP3M MKXAP3M	RT	62435	07377	AT	01JUL98	DEBACOC	>>>> mt	OW CITY	5832	057M	AT	01MAR98	
HKWAP3H	RT	62290	073VV	AT	0130298 01MAR98	30JUN98	Ċ	OW	4080	047H	AT	OIMAR98	
HKWAP3H	RT	64160	073VV	AT	01JUL98	2000000	Y	GW .	3280	067H	AT	O1MAR98	
HLXAP3H	RT	57800	07377	AT	O1MAR98	30JUN98	MHXEE6M	RT	4616	071P	AT	O1MAR98	
HERARAH	RT	59535	073VV	AT	01JUL98		NHWEE6N	RT	4681	071P	AT	O1HAR98	
ILWAP3H	RT	59195	073VV	AT	O1MAR98	30JUN98	MKXEE6M	RT	4437	071P	AT	01MAR98	
HLWAP3H	RT	60975	073VV	AT	01JUL98	l	NKWEE6H	RT	4502	071P	AT	01MAR98	
		D 10					MLXEE6H	RT	4259	071P	AT	O1MAR98	
BEIJING		BJS	CNY				MLWEE6M	RT	4313	071P	AT	01MAR98	
>>>> MEX	ICO CITY	MEX											
•	0¥	51470	057H	AT	01MAR98			NTREAL QU	YMQ				
:	8W	36180	047M	AT	01MAR98		F	DW	5086	057H	AT	01MAR98	
ť	o₩	28610	067H	AT	O1MAR98	1	c	OW	3402	047H	AT	01MAR98	
HXEE6M	RT	40380	071P	AT	O1MAR98		Υ	0M	2836	067H	AT	O1HAR98	
HWEE6H	RT	40900	071P	AT	O1MAR98	}	MHXEE6H	RT	3930	071P	AT	O1MAR98	
KXEE6M	RT	38780	071P	AT	O1MAR98		NAMEERA	RT	3995	071P	AT	Q1MAR98	
KWEE6N	RT	39300	071P	AT	01MAR98	-	MKXEE6M	RT	3752	0719	AT	O1MAR98	
ILXEE6H	RT	37180	071P	AT	01MAR98	1	MKWEE6M	RT PT	3817	071P	AT	O1MAR98	
ILWEE6M	RT	37610	071P	AT	O1HAR98	1	MLXEE6H MLWEE6H	RT RT	3572 3627	071P 071P		O1MAR98 O1MAR98	
										1111F	44.1		

Date: 28-OCT-97 SGN-YMQ

SGN-YMQ

SGN	-YMQ												
Origin							Origin						
> Destinati	ion						> Destinat	tion					
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis		ote Fare	Reso	GI	Effective	Expiry
				Gi	Ellective	Ехрігу			ne raie		<u> </u>		Ехрігу
HO CHI		SGN	USD				C	ū₩	4396	047H	ΑT	01MAR98	
>>>> MO	NTREAL QU	YMQ					Y	₽₩	3542	067H	ΑT	01MAR98	
MHXAP3M	RT	3275	073VV	ΑT	01MAR98		MHXEE6M	RT	4428	071P	ΑT	01MAR98	
MHWAP3M	RT	3340	073VV	AT	01MAR98		MHWEE6H	RT	4493	071P	AT	O1MAR98	
MKXAP3M	RT	3127	073VV	AT	O1MAR98		MKXEE6M	RT	4260	071P	ΑT	O1MAR98	
MKWAP3M	RT	3192	073VV	ΑT	01MAR98		MKWEE6M	RT	4325	071P	AT	O1MAR98	
MLXAP3M	RT	2978	073VV	ΑT	01MAR98		MLXEE6M	RT	4088	071P	AT	01MAR98	
MLWAP3M	RT	3031	073VV	ΑT	O1MAR98		MLWEE6H	RT	4142	071P	ΑT	O1MAR98	
	W YORK NY	NYC					>>>> M O						
F	OM	5086	057H	AT	O1MAR98		F	OM	5141	057M	AT	O1MAR98	
С	DW	3402	047M	ΑT	01MAR98		C	OW	3718	047H	AT	01MAR98	
Y	OW	2836	067M	AT	O1MAR98		Y	OW	3098	067M	AT	O1MAR98	
MHXEE6M	RT	3930	071P	AT	01MAR98		MHXEE6M	RT	3742	071P	AT	O1MAR98	
NHMEEQN	RT	3995	071P	ΑT	01MAR98		MHMEE9H	RT	3807	071P	AT	01MAR98	
MKXEE6M	RT	3752	071P	ΑT	01MAR98		MKXEE6M	₽T	3573	071P	ΑT	01MAR98	
MKWEE6M	RT	3817	071P	ΑT	O1MAR98		MKWEE6H	RT	3638	071P	AT	01MAR98	
MLXEE6M	RT	3572	071P	ΑT	O1MAR98		MLXEE6M	RT	3402	071P	ΑT	01MAR98	
NLWEE6M	RT	3627	071P	AT	O1MAR98		MLWEE6M	RT	3457	071P	AT	01MAR98	
MHXAP3M	RT	3275	073VV	AT	01MAR98		MHXAP	00	1815	073F	AT	O1MAR98	
NHWAP3N	RT	3340	073VV	AT	01MAR98		MHWAP	00	1847	073F	AT	01MAR98	
MKXAP3M	RT	3127	073VV	AT	01MAR98		MKXAP	00	1733	073F	AT	01MAR98	
MKWAP3M	RT	3192	073VV	AT	O1MAR98		HKWAP	00	1764	073F	AT	O1MAR98	
MLXAP3H	RT	2978	073VV	AT	01MAR98		MLXAP	00	1651	073F	AT	O1MAR98	
MLWAP3M	RT	3031	073VV	ΑT	O1MAR98		MLWAP	00	1674	073F	AT	01MAR98	
	(01)0	111/0	HIVE				MHXAP3M	RT	3428	073VV	AT	O1MAR98	
HONG K		HKG	HKD				MHWAP3M	RT	3493	073VV	AT	O1MAR98	
>>>> ME)	XICO CITY	MEX					MKXAP3M	RT	3274	073VV	ΑT	01MAR98	
F	B₩	47510	057M	AT	01MAR98		MKWAP3M	RT	3339	073VV	AT	O1MAR98	
c	OW	33160	047M	ΑT	01MAR98		MLXAP3H	RT	3116	073VV	ΑT	01MAR98	
Y	DW	26690	067M	ΑT	01MAR98		MLWAP3M	RT	3171	073VV	ΑT	01MAR98	
MHXEE6M	RT	32710	071P	AT	01MAR98								
NHWEE6M	RT	33200	071P	ΑT	O1MAR98		>>>> NE	W YORK I	NYC NYC				
MKXEE6M	RT	31460	071P	AT	01MAR98		F	D₩	5141	057H	AT	01MAR98	
MKWEE6M	RT	31960	071P	AT	01MAR98		l c	OW	3718	047M	ΑT	01MAR98	
MLXEE6H	RT	30210	071P	AT	01MAR98		Y	OW	3098	067M	AT	O1MAR98	
MLWEE6M	RT	30630	071P	AT	01MAR98		MHXEE6M	RT	3742	071P	AT	01MAR98	
							MHWEE6M	RT	3807	071P	AT	01MAR98	
>>>> MOI	NTREAL QU	YMQ					MKXEE6M	RT	3573	071P	AT	01MAR98	
F	DW	41750	057M	AT	01MAR98		MKWEE6M	RT	3638	071P	AT	O1MAR98	
С	0₩	27910	047M	AT	01MAR98		MLXEE6M	RT	3402	071P	AT	01HAR98	
Y	OW	23260	067M	AT	01MAR98		NLWEE6N	RT	3457	071P	AT	01MAR98	
#HXEE6M	RT	27390	071P	AT	01MAR98		MHXAP3M	RT	3428	07377	AT	01MAR98	
MHWEE6M	RT	27890	071P	AT	O1MAR98		NHWAP3M	RT	3493	073VV	AT	01MAR98	
MKXEE6M	RT	26150	071P	AT	O1MAR98		MKXAP3M	RT	3274	073VV	AT	01MAR98	
MKWEE6M	RT	26640	071P	AT	01MAR98		MKWAP3M	RT	3339	073VV	ΑT	01MAR98	
MLXEE6M	RT	24900	071P	AT	01MAR98		MLXAP3M	RT	3116	073VV	AT	01MAR98	
NLWEE6H	RT	25320	071P	AT	O1MAR98		MLWAP3M	RT	3171	073VV	AT	O1MAR98	
NHXAP3M	RT	23790	073VV	AT	01MAR98		ĺ						
MHWAP3M	RT	24290	073VV	AT	01MAR98		KUALA	LUMPU	R KUL	MYR			
MKXAP3M	RT	22270	073VV	AT	O1MAR98		>>>> ME						
MKWAP3H	RT	22760	073VV	AT	O1MAR98		F	OW	12253	057M	ΑT	O1MAR98	30JU#98
HLXAP3H	RT	20750	073VV	AT	O1MAR98		F	DW	12621	057M	AT	01JUL98	
MLWAP3H	RT	21170	073VV	AT	O1MAR98		c	GW	9189	047H	AT	01MAR98	30JUN98
							c	DW	9465	047H	AT	01JUL98	_
>>>> NFV	W YORK NY	NYC					Y	DW.	7360	067H	AT	O1HAR98	30JUN98
F	OW	41750	057M	AT	01MAR98		Ϋ́	DM.	7581	067M	AT	01JUL98	
Ċ	OW.	27910	047H	AT	01MAR98		MHXEE6M	RT	10531	071P	AT	O1MAR98	30JUN98
Y	SW.	23260	067H	AT	01MAR98		NHXEE6M	RT	10847	071P	AT	01JUL98	
NHXEE6M	RT	27390	071P	AT	O1MAR98		MHWEE6M	RT	10693	071P	AT	0150E58	30JUN98
MHWEE6H	RT	27890	071P	AT	O1MAR98		MHWEE6M	RT	11014	071P	AT	01JUL98	
MKXEE6M	RT	26150	071P	AT	O1MAR98		MKXEE6M	RT	10130	071P	AT	O1MAR98	30JU#98
NKWEE6N	RT	26640	071P	AT	O1MAR98		MKXEE6M	RT	10434	071P	AT	01.101.98	
MLXEE6M	RT	24900	071P	AT	O1MAR98		MKWEE6M	RT	10291	071P	AT	O1MAR98	30JUN98
MLWEE6M	RT	25320	071P	AT	O1MAR98		MKWEE6H	RT	10600	071P	AT	01JUL98	
	RT	23790	07377	AT	01MAR98		MLXEE6M	RT	9728	071P	AT	01MAR98	30JUN98
MERGAXHM	RT	24290	073VV	AT	O1MAR98		MLXEE6M	RT	10020	071P	AT	01JUL98	
MEGAXHM Megawhm		22270	07300	AT	O1MAR98		MLWEE6M	RT	9862	0719		01MAR98	30JUN98
MHWAP3M	₽T	22210	07300	AT	O1MAR98		MLWEE6M	RT	10158	071P	ΑT		2220430
MHWAP3M MKXAP3M	RT RT	22760		~ 1	AT-120		.,caccon		10130		AT AT	01,1111 98	
MHWAP3H MKXAP3H MKWAP3H	RT	22760		AΥ	OIMARGR						AT AT	01JUL98	
MHWAP3H MKXAP3H MKWAP3H MLXAP3H	RT RT	20750	073VV	AT	O1HAR98		110	NTDEAL	OII VIIO			01JUL98	
MHWAP3H MKXAP3H MKWAP3H	RT			AT AT	O1MAR98 O1MAR98		>>>> MO			05.7P	AT		30 111800
MHWAP3M MKXAP3M MKWAP3M MLXAP3M MLWAP3M	RT RT RT	20750 21170	073VV 073VV				F	DM	10412	057H	AT	O1MAR98	30JU#98
MHWAP3M MKXAP3M MKWAP3H MLXAP3H MLWAP3M	RT RT RT	20750 21170 JKT	073VV	ΑT			F	DM DM	10412 10725	057H	AT AT	01MAR98 01JUL98	
MHWAP3M MKXAP3M MKWAP3M MLXAP3M MLWAP3M	RT RT RT	20750 21170	073VV 073VV	ΑT	01MAR98		F	DM	10412		AT	O1MAR98	3010898

Date: 28-OCT-97 KUL-YMQ

KUL-YMQ

		<u> </u>					Origin						
> Destination	on						> Destina	ition					
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basi	s Note	Fare	Reso	GI	Effective	Expir
KUALA I	UMPUR	KUL	MYR				MACAL	1	MFM	MOP			
	NTREAL QU	YMQ					1	EXICO CITY	MEX				
Y	OW CO	6262	067H	AT	01NAR98	30JUN98	F	DW DW	49110	057H	AT	01MAR98	
Y	0W	6450	067N	AT	01JUL98		c	o₩	34310	047M	AT	O1MAR98	
MHXEE6M	RT	8850	071P	AT	01MAR98	30JU # 98	Y	Ω₩	27610	067H	AT	O1MAR98	
MHXEE6M	RT	9116	071P	ΑT	01JUL98		MHXEE6M	RT	33810	071P	AT	01MAR98	
NHMEE9H	RT	9011	071P	AT	O1MAR98	30JUN98	HHWEE6H	RT	34340	071P	AT	O1HAR98	
NHWEEGH	RT	9282	071P	AT	01JUL98	20 111200	MKXEE6M	RT	32530	071P	AT	01HAR98	
MKXEE6H	RT	8448	071P	AT AT	01MAR98	30JU#98	MKWEE6H	RT	33050 31230	071P 071P	TA TA	01MAR98 01MAR98	
NKMEERN NKXEERN	RT RT	8702 8608	071P 071P	AT	01JUL98 01MAR98	30JU#98	MLWEE6M	RT RT	31660	071P	AT	OIMAR98	
NKWEE6H	RT	8867	071P	AT	01JUL98	2020430	- CALCON	**	31000	0, 1,		VIIIAN50	
HLXEE6H	RT	8046	071P	AT	01MAR98	30JU#98	>>>> M(ONTREAL QU	YMQ				
MLXEE6M	RT	8288	071P	AT	01JUL98	00001125	F	DW .	43150	057#	AT	O1MAR98	
NLWEE6H	RT	8179	071P	AT	01MAR98	30JU#98	c	OW	28880	047H	AT	O1HAR98	
HLWEE6H	RT	8425	071P	AT	01JUL98		Y	DW	24050	067M	AT	O1MAR98	
MHXAP	00	4581	073F	AT	01MAR98	30JU#98	MHXEE6M	RT	28320	071P	AT	01MAR98	
MHXAP	00	4719	073F	AT	01JUL98		NHWEE6M	RT	28840	0719	ΑT	O1MAR98	
HHWAP	00	4659	073F	ΑT	O1MAR98	30JUN98	MKXEE6M	RT	27020	071P	AT	O1MAR98	
HHWAP	00	4799	073F	AT	01JUL98		MKWEE6M	RT	27550	071P	AT	01MAR98	
MKXAP	00	4373	073F	AT	O1MAR98	30JU#98	MLXEE6N	RT	25740	071P	AT	01MAR98	
MKXAP	00	4505	073F	AT	01JUL98		HLWEE6H	RT	26170	071P	AT	Q1MAR98	
HKWAP	00	4451	073F	AT	01MAR98	30JU#98	MHXAP3M	RT	24610	073VV	AT	01MAR98	
MKWAP	00	4585	073F	AT	01JUL98	20 111-4-	MHWAP3H	RT	25120	073VV	AT	O1MAR98	
MLXAP	00	4164	073F	AT	01MAR98	30JU#98	HKXAP3H	RT	23030	073VV 073VV	AT	O1MAR98 O1MAR98	
MLXAP MLWAP	00 00	4289 4223	073F 073F	AT AT	O1JUL98 O1MAR98	30,10,898	MKWAP3M MLXAP3M	RT RT	23560 21460	073VV 073VV	AT	O1MAR98	
HLWAP	00	4350	073F	AT	01JUL98	2010#30	NLWAP3H	RT	21890	07377	AT	O1MAR98	
HHXAP3H	RT	8076	07377	AT	0130C98	30JU#98	REMATSE	K i	21030	0,5,,	Α.	VIGANO	
NHXAP3N	RT	8319	073VV	AT	01JUL98	5020450	>>>> NF	W YORK NY	NYC				
MHWAP3H	RT	8236	073VV	AT	0150E98	30JUN98	F	OW.	43150	057H	AT	01MAR98	
NHWAP3N	RT	8483	073VV	AT	01JUL98	5020450	c	OM ON	28880	047H	AT	O1MAR98	
MKXAP3M	RT	7709	073VV	AT	01MAR98	30JU#98	Y	OW	24050	067H	AT	O1MAR98	
MKXAP3M	RT	7941	073VV	AT	01JUL98		MHXEE6M	RT	28320	071P	AT	O1MAR98	
HKWAP3H	RT	7870	073VV	ΑT	01MAR98	3010198	NHWEE6H	RT	28840	071P	AT	01MAR98	
HKWAP3H	RT	8107	073VV	AT	01JUL98		MKXEE6M	RT	27020	071P	AT	O1MAR98	
MLXAP3N	RT	7342	073VV	AT	O1MAR98	30JUN98	NKWEE6H	RT	27550	071P	AT	O1MAR98	
MLXAP3M	RT	7563	073VV	ΑT	01JUL98		MLXEE6M	RT	25740	071P	AT	01MAR98	
HLWAP3H	RT	7476	073VV	AT	O1MAR98	3010#98	MLWEE6H	RT	26170	071P	AT	O1MAR98	
MLWAP3M	RT	7701	073VV	AT	01JUL98		NHXAP3H	RT	24610	073VV	AT	OIMAR98	
	VODY NV	NVC					HHWAP3H	RT	25120	073VV	TA	O1MAR98	
>>>> NEW F	OW	NYC	057H	AT	01MAR98	30JU#98	MKXAP3M MKWAP3M	RT RT	23030 23560	073VV 073VV	AT AT	O1MAR98 O1MAR98	
r F	OM.	10412 10725	057H	AT	01JUL98	2010#30	MLXAP3H	RT	21460	073VV	AT	01MAR98	
C	DW	7514	047H	ΑT	0130E38	30JU#98	HLWAP3H	RT	21890	07377	AT	O1MAR98	
c	DW	7740	047H	AT	01JUL98	2020430	nemai on	**	22030	4,5,,		***************************************	
Y	8W	6262	067H	AT	O1MAR98	30JU#98	MANILA	4	MNL	USD			
Y	0W	6450	067M	AT	01JUL98		>>>> ME	XICO CITY	MEX				
MHXEE6M	RT	8850	071P	AT	01MAR98	30JU#98	F	OW	6089	057M	AT	O1MAR98	
MHXEE6M	RT	9116	071P	AT	01JUL98		c	OW	4360	047M	AT	01MAR98	
HHWEE6H	RT	9011	071P	AT	01MAR98	30JU#98	Y	DM	3512	067M	AT	01MAR98	
MHWEE6H	RT	9282	071P	AT	01JUL98		MHXEE6M	RT	4797	071P	AT	01MAR98	
MKXEE6N	RT	8448	071P	AT	01MAR98	30#V#98	NHWEE6N	RT	4863	071P	AT	01MAR98	
NKXEE6M	RT	8702	071P	AT	01JUL98		NKXEE6H	RT	4612	071P	AT	O1MAR98	
KWEE6H	RT	8608	071P	AT	O1MAR98	30JUM98	MKMEE6H	RT	4677	071P	AT	01MAR98	
MKWEE6N	RT	8867	071P	AT	01JUL98	30 111500	MLXEE6H	RT DT	4425	071P	AT	O1MAR98	
			071P	AT	01MAR98	30JU#98	HLWEE6H	RT	4478	071P	AT	O1MAR98	
MLXEE6H	RT	8046		AT	01JUL98				V/440				
MLXEE6H MLXEE6H	RT	8288	071P		A4 H 4			MITDEAL OUT					
MLXEE6H MLXEE6H	RT RT	8288 8179	071P	AT	01MAR98	30JUN98		NTREAL QU	YMQ	0574	AT	0184000	
HLWEEGH HLXEEGH HLXEEGH	RT RT RT	8288 8179 8425	071P 071P	AT	01JUL98		F	o₩	5343	057# 047#	AT AT	01MAR98	
MLXEEGH MLXEEGH MLWEEGH MLWEEGH MHXAP3N	RT RT RT RT	8288 8179 8425 8076	071P 071P 073VV	AT AT	01JUL98 01MAR98	3010898		OM OM	5343 3681	047H	AT	01MAR98	
ALXEEGH ALXEEGH ALWEEGH ALWEEGH AHXAP3H AHXAP3H	RT RT RT RT RT	8288 8179 8425 8076 8319	071P 071P 073VV 073VV	AT AT	01JUL98 01MAR98 01JUL98	30JUN98	F C Y	8M 8M 8M	5343 3681 3068	047H 067H	AT AT	O1MAR98 O1MAR98	
MLXEEGH MLXEEGH MLWEEGH MLWEEGH MHXAP3N MHXAP3N MHXAP3N	RT RT RT RT RT RT	8288 8179 8425 8076 8319 8236	071P 071P 073VV 073VV 073VV	AT AT AT	01JUL98 01MAR98 01JUL98 01MAR98		C A MHXEERM	OM OM	5343 3681	047H	AT	01MAR98	
MLXEEGH MLXEEGH MLWEEGH MLWEEGH MHXAP3N MHXAP3N MHWAP3N MHWAP3N	RT RT RT RT RT RT RT	8288 8179 8425 8076 8319 8236 8483	071P 071P 073VV 073VV 073VV 073VV	AT AT	01JUL98 01MAR98 01JUL98 01MAR98 01JUL98	30JUN98	F C Y	OW OW OW RT	5343 3681 3068 4112	047M 067M 071P	AT AT AT	01MAR98 01MAR98 01MAR98	
MLXEEGH MLXEEGH MLWEEGH MLXAP3N MHXAP3N MHXAP3N MHWAP3N MHWAP3N MKXAP3N	RT RT RT RT RT RT RT RT	8288 8179 8425 8076 8319 8236	071P 071P 073VV 073VV 073VV	AT AT AT AT AT	01JUL98 01MAR98 01JUL98 01MAR98	36MDF0E	MHXEEGH C C	OW OW OW RT RT	5343 3681 3068 4112 4177	047M 067M 071P 071P	AT AT AT AT	O1MAR98 O1MAR98 O1MAR98 O1MAR98	
MLXEEGH MLXEEGH MLWEEGH MLWEEGH MHXAP3N MHXAP3N MHWAP3N MHWAP3N	RT RT RT RT RT RT RT	8288 8179 8425 8076 8319 8236 8483 7709	071P 071P 073VV 073VV 073VV 073VV 073VV	TA TA TA TA TA	01JUL98 01MAR98 01JUL98 01MAR98 01JUL98 01MAR98	36MDF0E	MHMEEGH MHXEEGH C C	OW OW OW RT RT RT	5343 3681 3068 4112 4177 3926	047H 067H 071P 071P 071P	AT AT AT AT AT	01MAR98 01MAR98 01MAR98 01MAR98 01MAR98	
MLXEEGH MLWEEGH MLWEEGH MLWEEGH MHXAP3H MHXAP3H MHWAP3H MHWAP3H MKXAP3H MKXAP3H	RT	8288 8179 8425 8076 8319 8236 8483 7709 7941	071P 071P 073VV 073VV 073VV 073VV 073VV	AT AT AT AT AT AT	01JUL98 01HAR98 01JUL98 01HAR98 01JUL98 01HAR98 01JUL98	86M0F0E 86M0F0E	MHXEE6H MHXEE6H MHXEE6H C C	OW OW OW RT RT RT	5343 3681 3068 4112 4177 3926 3991	047H 067H 071P 071P 071P 071P	AT AT AT AT AT AT	01HAR98 01HAR98 01HAR98 01HAR98 01HAR98	
MLXEE6H MLXEE6H HLWEE6H HLWEE6H HHXAP3H HHXAP3H HHWAP3H HHWAP3H HKWAP3H	RT RT RT RT RT RT RT RT RT	8288 8179 8425 8076 8319 8236 8483 7709 7941	071P 071P 073VV 073VV 073VV 073VV 073VV 073VV 073VV	AT AT AT AT AT AT AT	01JUL98 01HAR98 01JUL98 01HAR98 01JUL98 01HAR98 01JUL98 01HAR98	86M0F0E 86M0F0E	HWKEEGH WKWEEGH WKWEEGH WKWEEGH WKWEEGH MLXEEGH MLXEEGH	OW OW OW RT RT RT RT	5343 3681 3068 4112 4177 3926 3991 3739 3793 3427	047M 067H 071P 071P 071P 071P 071P 071P 073VV	AT AT AT AT AT AT AT AT	01MAR98 01MAR98 01MAR98 01MAR98 01MAR98 01MAR98 01MAR98 01MAR98 01MAR98	
MLXEE6H MLXEE6H MLWEE6H MLWEE6H MHXAP3H MHXAP3H MHWAP3H MHWAP3H MHWAP3H MKXAP3H MKXAP3H MKXAP3H MKXAP3H	RT R	8288 8179 8425 8076 8319 8236 8483 7709 7941 7870 8107	071P 071P 073VV 073VV 073VV 073VV 073VV 073VV 073VV	AT AT AT AT AT AT AT AT	O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98 O1MAR98	3010898 8640102 8640102 8640102	F C Y MHXEEGM MHWEEGM MKWEEGM MKWEEGM MLXEEGM MLWEEGM MHWAP3M	OW OW OW RT RT RT RT RT RT RT	5343 3681 3068 4112 4177 3926 3991 3739 3793 3427 3492	047M 067H 071P 071P 071P 071P 071P 071P 073VV 073VV	AT AT AT AT AT AT AT AT	O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98	
MLXEE6H MLXEE6H MLWEE6H MLWEE6H MHXAP3H MHXAP3H MHWAP3H MHWAP3H MKXAP3H MKXAP3H MKWAP3H MKWAP3H MKWAP3H	RT R	8288 8179 8425 8076 8319 8236 8483 7709 7941 7870 8107	071P 071P 073VV 073VV 073VV 073VV 073VV 073VV 073VV 073VV 073VV 073VV 073VV	AT AT AT AT AT AT AT AT AT AT	O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98 O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98	86MnT0E 86MnT0E 301nM38	F C Y MHXEEGM MHWEEGM MKWEEGM MKWEEGM MLXEEGM MLXEEGM MHWAP3M MHWAP3M MKWAP3M	OW OW OW RT RT RT RT RT RT RT	5343 3681 3068 4112 4177 3926 3991 3739 3793 3497 3492 3272	047M 067M 071P 071P 071P 071P 071P 071P 073VV 073VV	AT AT AT AT AT AT AT AT	O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98	
ALXEEGH ALXEEGH ALWEEGH ALWEEGH ALWEEGH ALWAPAN ALXAPAN	RT R	8288 8179 8425 8076 8319 8236 8483 7709 7941 7870 8107 7342 7563	071P 071P 073VV 073VV 073VV 073VV 073VV 073VV 073VV 073VV 073VV	AT AT AT AT AT AT AT AT AT	O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98 O1MAR98	3010898 8640102 8640102 8640102	F C Y MHXEEGH MKXEEGH MKWEEGH MLXEEGH MLXEEGH MHXAP3M MKWAP3M MKWAP3H	OW OW OW RT RT RT RT RT RT RT RT	5343 3681 3068 4112 4177 3926 3991 3739 3793 3427 3427 3492 3272 3337	047M 067M 071P 071P 071P 071P 071P 071P 073VV 073VV 073VV	AT AT AT AT AT AT AT AT AT	O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98	
(LXEE6H (LXEE6H ILWEE6H ILWEE6H IHXAP3H IHWAP3H IHWAP3H IKXAP3H IKXAP3H IKXAP3H IKWAP3H ILWAP3H ILXAP3H ILXAP3H	RT R	8288 8179 8425 8076 8319 8236 8483 7709 7941 7870 8107 7342 7563 7476	071P 071P 073VV 073VV 073VV 073VV 073VV 073VV 073VV 073VV 073VV 073VV 073VV	AT AT AT AT AT AT AT AT AT AT	O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98 O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98 O1MAR98 O1JUL98	3010898 8640102 8640102 8640102	F C Y MHXEEGM MHWEEGM MKWEEGM MKWEEGM MLXEEGM MLXEEGM MHWAP3M MHWAP3M MKWAP3M	OW OW OW RT RT RT RT RT RT RT	5343 3681 3068 4112 4177 3926 3991 3739 3793 3497 3492 3272	047M 067M 071P 071P 071P 071P 071P 071P 071P 073VV 073VV 073VV 073VV	AT AT AT AT AT AT AT AT	O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98 O1MAR98	

Date: 28-OCT-97 MNL-YMQ

MNL-NYC

Origin > Destination Fare Basis MANILA							Origin							
Fare Basis														
Fare Basis							> Destinat	ion						
	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis		Note	Fare	Reso	GI	Effective	Expiry
MANILA	11010				Lilouite				14010					
		MNL	USD				Υ	DW		4066	067H	AT	01MAR98	
>>>> NEW		NYC	057"		0444555		MHXEE6M	RT		4291	071P	AT	01MAR98	
F	DW.	5343	057H	AT	O1MAR98		MHMEEGH	RT		4351	071P	AT AT	01MAR98	
C	OW .	3681	047M	AT	O1HAR98		MKXEE6H	RT RT		4125 4185	071P 071P	AT	O1MAR98 O1MAR98	
Y MHXEE6M	OW RT	3068 4112	067M 071P	AT AT	O1MAR98 O1MAR98		MLXEE6M	RT		3958	071P	AT	01MAR98	
MHWEE6M	RT	4177	071P	AT	01MAR98		MLWEE6H	RT		4008	0719	AT	OIMAR98	
MKXEE6M	RT	3926	071P	AT	O1HAR98		NEWECON.	n.		4000	0111	~ '	OTHARSO	
MKWEE6M	RT	3991	071P	AT	O1MAR98		>>>> HO	NG K	ONG	HKG				
MLXEE6M	RT	3739	071P	AT	01MAR98		F	OW	Olla	7237	057M	ΑT	O1MAR98	
MLWEE6H	RT	3793	071P	AT	O1MAR98		Ċ	DW		5064	047H	AT	O1MAR98	
MHXAP3M	RT	3427	073VV	AT	O1MAR98		Ϋ́	OW		4066	067M	AT	O1MAR98	
MHWAP3M	RT	3492	073VV	AT	O1MAR98		MHXEE6M	RT		4291	071P	ΑT	01MAR98	
MKXAP3M	RT	3272	073VV	AT	01MAR98		HHWEE6H	RT		4351	071P	AT	01MAR98	
HKWAP3H	RT	3337	07377	AT	O1MAR98		MKXEE6M	RT		4125	071P	AT	O1MAR98	
MLXAP3M	RT	3114	073VV	AT	O1MAR98		MKWEE6M	RT		4185	071P	ΑT	01MAR98	
HLWAP3H	RT	3169	073VV	AT	01MAR98		MLXEE6M	RT		3958	071P	ΑT	01MAR98	
							MLWEE6M	RT		4008	071P	AT	O1MAR98	
MEXICO	CITY	MEX	USD					•						
>>>> ALM		ALA					>>>> JA	(ART	Ά	JKT				
F	OW	5587	057H	ΑT	O1MAR98		F	DW		7237	057H	AT	O1MAR98	
c	DW .	3833	047M	AT	O1MAR98		c	OW		5064	047H	AT	O1MAR98	
Y	OM	3049	067M	AT	O1MAR98		Y	OW		4066	067M	ΑT	01MAR98	
MHEE4M	RT	3619	072W	AT	O1MAR98		MHXEE6M	RT		4291	071P	AT	O1MAR98	
MKEE4H	RT	3435	072W	AT	O1MAR98		NHWEE6H	RT		4351	071P	AT	01MAR98	
MLEE4H	RT	3300	072W	AT	01MAR98		MKXEE6M	RT		4125	071P	ΑT	01MAR98	
							MKWEE6N	RT		4185	071P	AT	O1MAR98	
>>>> ASH	KHABAD	ASB					MLXEE6M	RT		3958	071P	AT	01MAR98	
F	OW	4852	057M	ΑT	O1MAR98		MLWEE6M	RT		4008	071P	ΑT	O1MAR98	
c	OW	3499	047M	AT	01MAR98									
Y	0¥	2773	067M	AT	O1MAR98		>>>> KU	ALAI	UMPUR	KUL				
MEE4M	RT	3228	072W	AT	01MAR98		F	OW		7158	057H	AT	01MAR98	
							С	OW		4833	047M	ΑT	O1MAR98	
>>>> BAN	DAR SERI B	BWN					Υ	DW		3873	067M	AT	01MAR98	
F	שׁמ	7237	057#	ΑT	O1MAR98		MHXEE6M	RT		4098	071P	ΑT	01MAR98	
С	OW	5064	047M	AT	O1MAR98		MHWEE6M	RT		4158	071P	AT	O1MAR98	
Y	OW	4066	067M	AT	01MAR98		MKXEE6M	RT		3941	071P	AT	01MAR98	
MHXEE6M	RT	4291	071P	AT	O1MAR98		MKWEE6M	RT		4001	071P	AT	O1MAR98	
NHWEE6M	RT	4351	071P	AT	01MAR98		MLXEE6M	RT		3781	0718	AT	01MAR98	
MKXEE6M	RT	4125	071P	ΑT	O1MAR98		NLWEE6N	RT		3831	071P	ΑT	01MAR98	
MKWEE6M	RT	4185	071P	AT	O1MAR98									
MLXEE6M	RT	3958	071P	AT	O1MAR98		>>>> MA	CAU		MFM				
MLWEE6M	RT	4008	071P	AT	01MAR98		F	OW		7237	057M	ΑT	01MAR98	
							С	OW		5064	047M	AT	01MAR98	
>>>> BAN	GKOK	BKK					Y	OW		4066	067M	AT	O1MAR98	
F	₽₩	7158	057H	AT	O1MAR98		MHXEE6M	RT		4291	071P	AT	O1MAR98	
c	DW	4833	047M	AT	01MAR98	1	MHWEE6M	RT		4351	071P	AT	O1MAR98	
Y	0W	387 3	067M	AT	O1MAR98		MKXEE6M	RT		4125	071P	AT	O1MAR98	
MHXEE6M	RT	4098	071P	AT	01MAR98		MKWEE6M	RT		4185	071P	AT	O1MAR98	
MHMEE9M	RT	4158	071P	ΑT	01MAR98		MLXEE6M	RT		3958	071P	AT	O1MAR98	
MKXEE6M	RT	3941	071P	AT	01MAR98		MLWEE6M	RT		4008	071P	AT	O1MAR98	
MKMEE6M	RT	4001	071P	AT	G1MAR98									
MLXEE6M	RT	3781	071P	AT	01MAR98		>>>> MA			MNL				
HLWEE6H	RT	3831	071P	ΑT	O1MAR98		F	OW		7237	057H	AT	O1MAR98	
							С	DM		5064	047M	AT	O1MAR98	
>>>> BEIJ		BJS				'	Y	0W		4066	067M	AT	O1MAR98	
F	a₩	7237	057H	AT	O1MAR98		MHXEE6M	RT		4291	071P	ΑT	O1MAR98	
C	o₩	5064	047M	ΑT	01MAR98		MHWEEGM	RT		4351	071P	AT	O1MAR98	
Y	OW	4066	067M	ΑT	O1MAR98		MKXEE6M	RT		4125	071P	AT	O1MAR98	
MHXEE6M	RT	4291	071P	AT	O1MAR98		MKWEE6M	RT		4185	071P	AT	O1MAR98	
NHMEEQH	RT	4351	071P	AT	O1MAR98	i	MLXEE6M	RT		3958	071P	AT	01MAR98	
MKXEE6M	RT	4125	071P	AT	O1MAR98		MLWEE6M	RT		4008	071P	AT	O1MAR98	
MKWEE6M	RT	4185	071P	ΑT	01MAR98									
MLXEE6M	RT	3958	071P	AT	O1MAR98		>>>> NO1		BIRSK	OVB				
HLWEE6H	RT	4008	071P	AT	O1MAR98		F	OW		5444	057H	AT	O1MAR98	
							С	OΑ		3906	047M	AT	O1MAR98	
>>>> EKA	TERINBURG						Y	OM		3109	067M	ΑT	01MAR98	
F	OW	4852	057M	AT	01MAR98		NEE4M	RT		3603	072W	AT	O1MAR98	
C	DM	3499	047M	ΑT	O1MAR98									
Y	0W	2773	067H	AT	O1MAR98		>>>> SH/		łAJ	SHA				
HEE4M	RT	3228	072W	ΑT	O1MAR98		F	OW		7237	057M	ΑT	O1MAR98	
							c	₽₩		5064	047M	AT	O1MAR98	
	CHI MINH C	SGN			•		Y	OW		4066	067M	AT	01MAR98	
>>>> HO C			AF74	AT	O1MAR98		MHXEE6M	RT		4291	071P	AT	O1MAR98	
>>>> HO C	OW	7237	057M	A 1	OTHER!		HINCLOH	n,		4231		~ .	O I II A II G	

Date: 28-OCT-97

MEX-SHA

MEX-SHA

Origin > Destinat	ion						Origin > Destinat	ion					
		Enva	0	<u></u>	Ettanthia	Evnin	Fare Basis		ta Easa	Dogo	C.	Effortivo	Evele
Fare Basis		Fare	Reso	GI	Effective	Expiry	-	No			GI	Effective	Expiry
MEXICO		MEX	USD				НКХАРЗН	RT	3675	073VV	AT	01MAR98	
>>>> SH		SHA	0740		0444000		HKWAP3H	RT	3755	073VV	AT AT	O1MAR98	
MKWEE6M	RT RT	4125 4185	071P 071P	AT AT	O1MAR98 O1MAR98		HLXAP3H HLWAP3H	RT RT	3500 3560	073VV 073VV	AT	O1MAR98 O1MAR98	
MLXEE6M	RT	3958	071P	AT	O1MAR98		ncar sa	N I	3300	01311	~ (OZNANJO	
MLWEEGH	RT	4008	071P	AT	Q1MAR98		>>>> BAI	NGKOK	вкк				
			-,-				F	OW	7872	057H	AT	01HAR98	
>>>> SIN	GAPORE	SIN					c	DW	5103	047H	AT	O1MAR98	
F	Ω₩.	7158	057M	AT	01MAR98		Y	DW	4254	067M	AT	01MAR98	
C	OW	4833	047M	AT	Q1MAR98		MHXEE6M	RT	4438	071P	AT	01MAR98	
Υ	OW	3873	067H	AT	O1MAR98		MHWEE6M	RT	4518	071P	AT	01MAR98	
MHXEE6H	RT	4098	071P	AT	O1MAR98		MKXEE6N	RT	4238	071P	AT	O1MAR98	
MHWEE6H	RT	4158	071P	AT	O1MAR98		NKWEE6N	RT	4318	071P	AT	O1MAR98	
MKXEE6H	RT	3941	071P	AT	Q1MAR98		MLXEE6M	RT	4036	071P	AT	O1MAR98	
NKWEE6N	RT	4001	071P	AT	01HAR98		MLWEE6M	RT OO	4096	071P 073F	AT AT	01MAR98	
MLXEE6H	RT RT	3781 3831	071P 071P	AT AT	01MAR98		MHXAP MHWAP	00	2168 2248	073F	AT	O1MAR98 O1MAR98	
HLWEE6H	R1	3031	0115	Αŧ	01MAR98		MKXAP	00	2048	073F	AT	O1HAR98	
>>>> TAI	DEI	TPE					MKWAP	00	2128	073F	AT	O1MAR98	
>>>> IAII F	PEI OW	7237	057M	AT	01MAR98		MLXAP	00	1926	073F	AT	O1MAR98	
C	DM OM	5064	047H	AT	OIMAR98		HLWAP	00	1986	073F	AT	01MAR98	
Y	DW	4066	067H	AT	O1MAR98		MHXAP3H	RT	3422	07377	AT	O1MAR98	
MHXEE6M	RT	4291	071P	AT	01MAR98		HHWAP3H	RT	3502	073VV	AT	O1MAR98	
NHWEE6H	RT	4351	071P	AT	O1MAR98		MKXAP3M	RT	3268	07377	AT	01#AR98	
MKXEE6M	RT	4125	071P	AT	01MAR98		MKWAP3R	RT	3348	073VV	AT	01MAR98	
NKWEE6M	RT	4185	071P	AT	01MAR98		MLXAP3N	RT	3112	073VV	AT	O1MAR98	
MLXEE6M	RT	3958	071P	AT	01MAR98		HLWAP3H	RT	3172	073VV	AT	01HAR98	
MLWEE6M	RT	4008	071P	AT	01MAR98								
							>>>> BEI	JING	BJS				
>>>> TAS		TAS					F	DW	7968	057Ħ	ΑT	01MAR98	
F	OW	5587	057H	AT	01MAR98		C	OM	5388	047H	AT	O1MAR98	
C	0.M	3833	047M	AT	01MAR98		Y	0W	4490	067H	AT	O1MAR98	
Y	0W	3049	067M	AT	O1MAR98		MHXEE6N	RT	4686	071P	AT	01MAR98	
NHEE4N MKEE4N	RT RT	3619 3435	072W	AT AT	O1MAR98		NHWEE6N	RT RT	4766 4473	071P 071P	AT AT	01MAR98 01MAR98	
MLEE4M	RT	3300	072W 072W	AT	O1MAR98 O1MAR98		MKWEE6M	RT	4553	071P	AT	O1MAR98	
n,,,,,,,	15.1	3300	012#	A.	OINANJO		MLXEE6M	RT	4259	071P	AT	Q1MAR98	
>>>> YAN	IGON	RGN					MLWEE6H	RT	4319	071P	AT	O1MAR98	
F	OW	7158	057M	AT	O1MAR98		MHXAP3M	RT	3813	073VV	AT	O1MAR98	
c	OM	4833	047H	AT	O1MAR98		HHWAPSH	RT	3893	073VV	AT	01MAR98	
Y	OW	3873	067N	AT	01MAR98		NKXAP3H	RT	3639	073VV	AT	01MAR98	
							NKWAP3N	RT	3719	073VV	AT	01#AR98	
MONTRI	EAL QU	YMQ	CAD				MLXAP3M	RT	3466	073VV	AT	01MAR98	
>>>> ALN	YTAN	ALA				1	NLWAP3H	RT	3526	073VV	AT	01MAR98	
F	OM	5941	057H	AT	01MAR98								
С	OW	3898	047M	AT	O1MAR98		>>>> EKA	TERINBU	RG SVX				
Y	OW	3248	067M	AT	01MAR98		F	DW	5703	057H	AT	01MAR98	
HHEE4M	RT	3824	072W	AT	O1MAR98		C	OW	3881	047M	AT	01MAR98	
KEE4H	RT	3621	072¥	AT	O1MAR98		Υ	OW	3234	067M	AT	01MAR98	
MLEE4M	RŤ	3419	072W	AT	O1MAR98		MEE4H	RT	3763	072¥	ΑT	O1MAR98	
401	IVUADAD	ACD					NAMES UP A	CHI MINIC	C SGN				
>>>> ASH		ASB 5703	057#	AT	0184000	1	>>>> HO (OW OW	7968	057M	AT	01MAR98	
5	₽₩ D₩	5703 3881	057M 047M	AT AT	O1MAR98 O1MAR98		C	DM DM	7968 5388	057M	AT	O1MAR98	
· '	DW DW	3234	047H	AT	O1MAR98	1	Y	OM.	4490	047H	AT	O1MAR98	
KEE4H	RT	3763	077W	AT	Q1MAR98		MHXEE6M	RT	4686	071P	AT	O1MAR98	
						•	NHWEE6H	RT	4766	071P	AT	O1HAR98	
>>>> BAN	IDAR SERI B	BWN				I	MKXEE6H	RT	4473	071P	AT	01MAR98	
=	0W	7968	057H	AT	01#AR98	I	MKWEE6M	RT	4553	071P	AT	O1HAR98	
	OW	5388	047M	AT	O1MAR98	1	MLXEE6M	RT	4259	071P	AT	O1MAR98	
1	OW	4490	067H	AT	O1MAR98	1	MLWEEGH	RT	4319	071P	AT	01MAR98	
HXEE6M	RT	4686	071P	AT	Q1MAR98	1	MHXAP	00	2409	073F	AT	O1MAR98	
HWEE6H	RT	4766	071P	AT	O1MAR98	1	HHWAP	00	2489	073F	AT	O1MAR98	
IKXEE6M	RT	4473	071P	AT	O1MAR98	1	HKXAP	00	2289	073F	AT	O1MAR98	
KWEE6H	RT	4553	071P	AT	01MAR98	1	MKWAP	00	2369	073F	AT	O1HAR98	
ILXEE6M	RT	4259	071P	AT	01MAR98		MLXAP	00	2168	073F	AT	O1HAR98	
	RT	4319	071P	AT	Q1MAR98		MLWAP	00 To	2228 3849	073F 073VV	TA TA	O1MAR98 O1MAR98	
ILWEE6M	00	2409	073F	AT AT	O1MAR98		MHXAP3H MHWAP3H	RT RT	3849 3929	073VV	AT	Q1MAR98	
ILWEE6H IHXAP	00	2489	073F	AT	01MAR98 01MAR98		MKXAP3M	RT.	3929 3675	073VV	AT	O1MAR98	
ILWEE6N IHXAP IHWAP	00 00	2200	のマコロ			,	THE PART OF	n. r	2012	W (-2 7 7 7	~ .		
ILWEE6M IHXAP IHWAP IKXAP	00	2289 2369	073F			ı					ΔT		
ELWEE6M EHXAP EHWAP EKXAP EKWAP	00 00	2369	073F	AT	O1MAR98		MKWAP3H	RT	3755	073VV	AT AT	O1MAR98	
ILWEE6N IHXAP IHWAP IKXAP IKWAP ILXAP	00 00 00	2369 2168	073F 073F	AT AT	O1MAR98 O1MAR98		MKWAP3H MLXAP3H	RT RT	3755 3500	073VV 073VV	AT AT AT	O1MAR98 O1MAR98	
LWEE6M HXAP HWAP KXAP KWAP	00 00	2369	073F	AT	O1MAR98		MKWAP3H	RT	3755	073VV	AT	O1MAR98	

Date: 28-OCT-97 YMQ-SGN

YMQ-HKG

YMC														
Origin							Origin							
> Destinat			_				> Destinat	ion		_	_	_		_
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis		Note	Fare	Reso	Gł	Effective	Expiry
MONTR		YMQ	CAD				MHWEE6H	RT		4766	071P	ΑT	01MAR98	
>>>> HO		HKG					MKXEE6M	RT		4473	071P	AT	O1MAR98	
F C	OW OW	7968 5388	057M 047M	AT AT	O1MAR98 O1MAR98		MKWEE6H	RT RT		4553 4259	071P 071P	AT AT	01MAR98 01MAR98	
Y	OW	4490	047H	AT	O1MAR98		MLWEE6H	RT		4319	071P	AT	O1MAR98	
MHXEE6M	RT	4686	071P	AT	01MAR98		HHXAP	00		2409	073F	AT	01MAR98	
MHWEE6M	RT	4766	071P	AT	Q1MAR98		MHWAP	00		2489	073F	ΑT	O1MAR98	
MKXEE6M	RT	4473	071P	AT	O1MAR98		MKXAP	00		2289	073F	AT	O1MAR98	
MKWEE6M	RT RT	4553 4259	071P 071P	AT AT	Q1MAR98 Q1MAR98		MKWAP	00		2369 2168	073F 073F	AT AT	O1MAR98 O1MAR98	
MLWEE6H	RT	4319	071P	AT	01MAR98		MLWAP	00		2228	073F	AT	O1MAR98	
MHXAP	00	2409	073F	AT	O1MAR98		MHXAP3M	RT		3849	073VV	AT	O1MAR98	
MHWAP	00	2489	073F	AT	O1MAR98		MHWAP3M	RT		3929	073VV	AT	O1MAR98	
MKXAP MKWAP	00 00	2289	073F 073F	AT AT	O1MAR98		MKXAP3M	RT RT		3675 3755	073VV	AT · AT	01MAR98	
HLXAP	00	2369 2168	073F	AT	O1MAR98 O1MAR98		MKWAP3H MLXAP3H	RT		3500	073VV 073VV	AT	O1MAR98 O1MAR98	
MLWAP	00	2228	073F	AT	01MAR98		HLWAP3H	RT		3560	07300	AT	O1MAR98	
MHXAP3M	RT	3849	073VV	ΑT	01MAR98									
MHWAP3M	RT	3929	073VV	ΑT	01MAR98		>>>> MAI			MNL				
MKXAP3M	RT	3675	07377	AT	01MAR98		F	Ð₩.		7968	057M	AT	01MAR98	
MKWAP3H MLXAP3H	RT RT	3755 3500	073VV 073VV	AT AT	01MAR98 01MAR98		C Y	OW		5388 4490	047M 067M	AT AT	O1MAR98 O1MAR98	
MLWAP3M	RT	3560	07300	AT	O1MAR98		MHXEE6M	RT		4686	071P	AT	O1MAR98	
							MHWEE6M	RT		4766	071P	AT	01MAR98	
>>>> JAH		JKT					MKXEE6M	RT		4473	071P	AT	01MAR98	
F	0W	7968	057H	AT	01MAR98		MKWEE6M	RT		4553	071P	AT	01MAR98	
C Y	OM OM	5388 4490	047H 067M	AT AT	01MAR98 01MAR98		MLWEE6M	RT RT		4259 4319	071P 071P	AT AT	O1MAR98 O1MAR98	
MHXEE6M	RT	4686	071P	AT	01MAR98		MHXAP	00		2409	073F	AT	O1MAR98	
MHWEE6M	RT	4766	071P	ΑT	O1MAR98		MHWAP	00		2489	073F	AT	O1MAR98	
MKXEE6M	RT	4473	071P	ΑT	01MAR98		MKXAP	00		2289	073F	AT	01MAR98	
NKWEE6N	RT	4553	071P	AT	01MAR98		MKWAP	00		2369	073F	AT	O1MAR98	
MLWEE6M	RT RT	4259 4319	071P 071P	AT AT	O1MAR98 O1MAR98		MLXAP MLWAP	00 00		2168 2228	073F 073F	AT AT	01MAR98 01MAR98	
MHXAP	00	2409	073F	AT	O1MAR98		NHXAP3M	RT		3849	073VV	AT	O1MAR98	
MHWAP	00	2489	073F	ΑT	01MAR98		MHWAP3M	RT		3929	073VV	AT	01MAR98	
MKXAP	D D	2289	073F	AT	O1MAR98		MKXAP3M	RT		3675	073VV	AT	01MAR98	
MKWAP MLXAP	00 00	2369 2168	073F 073F	AT AT	O1MAR98 O1MAR98		MKWAP3M MLXAP3M	RT RT		3755 3500	073VV 073VV	AT AT	O1MAR98 O1MAR98	
HLWAP	00	2228	073F	AT	O1MAR98		MLWAP3H	RT		3560	073VV	AT	OIMAR98	
MHXAP3M	RT	3849	073VV	AT	01MAR98									
MHWAP3M	RT	3929	073VV	ΑT	O1MAR98		>>>> NO\	/OSIE	BIRSK	OAB				
MKXAP3M	RT	3675	073VV	AT	O1MAR98		F	OM		6443	057M	AT	O1MAR98	
MKWAP3M MLXAP3M	RT RT	3755 3500	073VV 073VV	AT AT	O1MAR98		C Y	OW		44 50 3708	047M 067M	AT AT	O1MAR98 O1MAR98	
MLWAP3M	RT	3560	07300	AT	O1MAR98 O1MAR98		NEE4H	RT		4254	077¥	AT	OIMAR98	
>>>> KU/	ALA LUMPUR						>>>> SHA	NGH	iAi	SHA				
F	DM	7872	057M	AT	O1MAR98		F	OW		7968	057H	AT	O1MAR98	
C Y	OM OM	5103 4254	047M 067M	AT AT	O1MAR98		C Y	DW DW		5388 4490	047M 067M	AT AT	01MAR98 01MAR98	
MHXEE6M	RT .	4438	057H 071P	AT	O1MAR98 O1MAR98		MHXEE6M	RT		4490 4686	067H	AT	OIMAR98	
NHWEE6H	RT	4518	071P	AT	O1MAR98		MHWEE6M	RT		4766	071P	AT	O1MAR98	
NKXEE6M	RT	4238	071P	AT	O1MAR98		MKXEE6H	RT		4473	071P	AT	01MAR98	
MKWEE6M	RT	4318	071P	AT	O1MAR98		MKWEE6M	RT		4\$53	071P	AT	01MAR98	
MLXEE6M MLWEE6M	RT RT	4036 4096	071P 071P	AT AT	O1MAR98 O1MAR98		MLXEE6M MLWEE6M	RT RT		4259 4319	071P 071P	AT AT	O1MAR98 O1MAR98	
MHXAP	00	2168	071F	AT	O1MAR98		MHXAP3M	RT		3813	071F	AT	OIMAR98	
MHWAP	00	2248	073F	AT	O1MAR98		MHWAP3M	RT		3893	073VV	AT	O1MAR98	
MKXAP	00	2048	073F	AT	01MAR98		MKXAP3H	RT		3639	073VV	AT	01MAR98	
HKWAP	00	2128	073F	AT	O1MAR98		MKWAP3M	RT		3719	073VV	AT	01MAR98	
MLXAP MLWAP	0 0	1926 1986	073F 073F	AT AT	O1MAR98 O1MAR98		MLWAP3H	RT RT		3466 3526	073VV 073VV	AT AT	O1MAR98 O1MAR98	
HHXAP3H	RT	3422	073VV	AT	O1MAR98					2020	0.000		32mil 30	
MHWAP3M	RT	3502	073VV	AT	O1MAR98		>>>> SIN	GAPO	DRE	SIN				
MKXAP3M	RT	3268	073VV	AT	O1MAR98		F	DW		7872	057M	AT	O1MAR98	
MKWAP3H	RT	3348	073VV	AT	01MAR98		l c	DW		5103	047M	AT	01MAR98	
MLXAP3M	RT	3112	073VV	AT	O1MAR98		Y	DW PT		4254	067M	AT	O1MAR98	
MLWAP3M	RT	3172	073VV	AT	01MAR98		MHWEE6M	RT RT		4438 4518	071P 071P	AT AT	O1MAR98 O1MAR98	
>>>> MA	CAU	MFM					MKXEE6H	RT		4238	071P	AT	O1MAR98	
F	OW	7968	057H	ΑT	O1MAR98		MKWEE6M	RT		4318	071P	AT	01MAR98	
c	OW	5388	047M	ΑT	01MAR98		MLXEE6M	RT		4036	071P	AT	O1MAR98	
Υ	OW	4490	367M	AT	O1MAR98		MLWEE6N	RT		4096	071P	AT	O1MAR98	
MHXEE6M	RT	4686	071P	ΑT	01MAR98		MHXAP	00		2168	073F	AT	Q1MAR98	

Date: 28-OCT-97 YMQ-SIN

YMQ-SIN

> Destinati	on						Origin > Destinat	ion						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis		Note	Fare	Reso	GI	Effective	Expir
MONTRE		YMQ	CAD		Fuective	LAPITY	 		14016					LAPII
>>>> SIN(SIN	CAD				MHXAP3H	RT RT		3015	073VV 073VV	AT AT	01HAR98	
			0725		04 84 000		MHWAP3H			3075			O1MAR98	
MHWAP	00 00	2248 2048	073F 073F	AT AT	01MAR98		MKXAP3H	RT RT		2879	073VV 073VV	AT AT	O1MAR98 O1MAR98	
MKWAP MKWAP	0 0	2128	073F	AT	O1MAR98 O1MAR98		MKWAP3M MLXAP3M	RT		2939 2741	07377	AT	O1NAR98	
MLXAP	00	1926	073F	AT	01MAR98		HLWAP3H	RT		2791	07377	AT	O1MAR98	
MLWAP	00	1986	073F	AT	Q1MAR98		RCMATUR	н.		2131	0,5**	-	OTHERISO	
	RT	3422	07377	AT	O1HAR98		>>>> BAI	10KOK		вкк				
MHXAP3M	RT	*	07377	AT			F	OW	•		057H	AT	01MAR98	
MHWAP3M	RT	3502		AT	01MAR98		c			6412	057H			
MKXAP3M		3268	073VV		01MAR98		Y	BW		4155		AT AT	O1MAR98 O1MAR98	
MKWAP3M	RT RT	3348	073VV	AT AT	01HAR98		} ·	DW RT		3429	067H		O1MAR98	
MLXAP3M		3112	073VV		O1MAR98		MHXEE6H			3476	071P	AT		
HLWAP3H	RT	3172	073VV	AT	01MAR98		MHWEE6H	RT		3536	071P	TA	O1MAR98	
T1.00		***					NKXEE6H	RT		3319	071P	AT	OIMAR98	
>>>> TAIP		TPE					HKWEE6H	RT		3379	071P	AT	O1MAR98	
F	0 H	7968	057M	AT	01MAR98		MLXEE6M	RT		3159	071P	ΑT	O1MAR98	
c	OM	5388	047M	AT	O1MAR98		MLWEE6H	RT		3209	071P	AT	O1HAR98	
Y	DW	4490	067H	AT	O1MAR98		MHXAP3M	RT		2681	073VV	AT	O1MAR98	
HXEE6M	RT	4686	071P	AT	01MAR98		MHWAP3M	RT		2741	073VV	AT	O1MAR98	
NHWEE6N	RT	4766	071P	ΑT	O1MAR98		MKXAP3M	RT		2560	073VV	ΑT	O1HAR98	
MKXEE6M	RT	4473	071P	ΑT	O1MAR98		NKWAP3H	RT		2620	073VV	ΑT	O1MAR98	
IKWEE6H	RT	4553	071P	ΑT	O1MAR98		MLXAP3H	RT		2436	073VV	ΑT	O1MAR98	
MLXEE6H	RT	4259	071P	AT	01MAR98		HLWAP3H	RT		2486	073VV	AT	O1MAR98	
MLWEE6H	RT	4319	071P	AT	O1MAR98		1							
MHXAP	00	2409	073F	AT	01MAR98		>>>> BEI	JING		BJS				
HHWAP	00	2489	073F	AT	01MAR98		F	0W		6491	057H	AT	01MAR98	
MKXAP	00	2289	073F	AT	01MAR98		c	0W		4387	047H	AT	01MAR98	
NKWAP	00	2369	073F	AT	O1HAR98		Y	OW		3620	067H	AT	O1MAR98	
1LXAP	00	2168	073F	AT	Q1MAR98		MHXEE6M	RT		3669	071P	AT	01MAR98	
ILWAP	00	2228	073F	AT	01MAR98		MHWEE6H	RT		3729	071P	AT	01HAR98	
HEADAH	RT	3849	073VV	AT	01MAR98		MKXEE6M	RT		3503	071P	AT	O1MAR98	
HWAPSH	RT	3929	073VV	AT	01MAR98		HKWEE6H	RT		3563	071P	AT	O1MAR98	
HKXAP3H	RT	3675	073VV	ΑT	01MAR98		MLXEE6H	RT		3336	071P	AT	01MAR98	
KWAP3H	RT	3755	073VV	AT	01MAR98		MLWEE6H	RT		3386	071P	AT	O1MAR98	
HLXAP3H	RT	3500	073VV	AT	O1MAR98		MHXAP3M	RT		2956	073VV	AT	O1MAR98	
HLWAP3H	RT	3560	073VV	AT	01MAR98		HHWAP3H	RT		3016	073VV	AT	O1MAR98	
				• • • • • • • • • • • • • • • • • • • •			HKXAP3H	RT		2822	073VV	AT	O1MAR98	
>>>> TASI	HKENT	TAS					NKWAP3H	RT		2882	073VV	AT	O1MAR98	
F	OW	5941	057M	AT	O1MAR98		MLXAP3H	RT		2687	073VV	AT	O1MAR98	
C	0W	3898	047H	AT	O1MAR98		MEWAP3M	RT		2737	07377	AT	O1MAR98	
Y	0.M	3248	067H	AT	O1MAR98		TICHA! S.I.			2101	0.5,,	~ .	o Linanio o	
NHEE4H	RT	3824	072W	AT	O1MAR98		>>>> EKA	TEDIN	SUIDG	SVX				
NKEE4H	RT	3621	072W	AT	OIMAR98		F	DW	Jona	4107	057 H	AT	O1MAR98	
ILEE4H	RT	3419	072₩	AT	O1HAR98		c	OW.		2820	047H	AT	O1MAR98	
166640	n.ı	3413	0128	A :	OTHERSO		Ÿ	OW.		2329	067H	AT	O1MAR98	
VANI	201	BCN												
>>>> YAN		RGN					MEE4N	RT		2606	072W	AT	01MAR98	
	OW	7872	057M	AT	01MAR98									
	0¥	5103	047H	ΑT	O1MAR98		>>>> HO	CHI MII	NH C	SGN				
	OM	4254	067M	AT	O1MAR98		F	Ω₩		6491	Q57M	AT	01MAR98	
	317 8137	1 11/0	1100				С	OM		4387	047H	ΑT	O1MAR98	
NEM AO	K NY	NYC	USD				Y	₽₩.		3620	067M	AT	O1MAR98	
>>>> ALM	ATY	ALA					MHXEE6M	RT		3669	071P	AT	O1MAR98	
	ØW	4842	057H	AT	01MAR98		NHWEE6N	RT		3729	071P	AT	O1HAR98	
	8¥	3155	047H	AT	01MAR98		MKXEE6M	RT		3503	071P	AT	01MAR98	
•	D₩	2604	067M	AT	01MAR98		MKWEE6H	RT		3563	071P	AT	O1MAR98	
HEE4M	RT	2997	072W	AT	01MAR98		MLXEE6M	RT		3336	071P	AT	O1MAR98	
KEE4H	RT	2813	072W	AT	01MAR98		HLWEE6H	RT		3386	071P	AT	O1MAR98	
LEE4H	RT	2678	072W	AT	01MAR98		HEARXH	RT		3015	073VV	AT	O1MAR98	
			•		-		HHWAP3H	RT		3075	073VV	AT	O1MAR98	
>>>> ASHI	KHABAD	ASB					MKXAP3H	RT		2879	073VV	AT	O1MAR98	
	OW	4107	057H	ΑT	01MAR98		MKWAP3H	RT		2939	073VV	AT	O1MAR98	
	0₩	2820	047H	AT	Q1MAR98		HLXAP3H	RT		2741	073VV	AT	O1MAR98	
	8H	2329	067H	AT	O1MAR98		HLWAP3H	RT		2791	073VV	AT	O1HAR98	
EE4H	RT	2606	077W	AT	O1MAR98					~				
CC40	n.ı	2000	VIAR	~ 1	ATUMUIO		>>>> HON	C KON	c	HKG				
		P41414 ·							4		057"	4.7	D4 B4 CCC	
	DAR SERI B	BWN					F	OW		6491	057H	AT	O1MAR98	
	DM	6491	057H	ΑT	O1MAR98	1	C	DW		4387	047H	AT	O1MAR98	
	DW	4387	047H	AT	O1MAR98	1	Y	₽₩		3620	067H	AT	O1MAR98	
	OW	3620	067H	AT	01MAR98		MHXEE6M	RT		3669	071P	AT	O1MAR98	
HXEE6M	RT .	3669	071P	AT	O1MAR98		HHWEE6H	RT		3729	071P	ΑT	O1MAR98	
HWEE6N	RT	3729	071P	AT	O1MAR98	1	MXXEE6H	RT		3503	071P	AT	O1MAR98	
KXEE6H	RT	3503	071P	AT	O1MAR98	1	MKWEE6N	RT		3563	071P	AT	O1MAR98	
	RT	3563	071P	ΑT	O1MAR98	1	MLXEE6M	RT		3336	071P	AT	O1MAR98	
KWEE6M						1								
LXEE6M LXEE6M	RT	3336	071P	ΑT	O1MAR98	1	NLWEE6H	RT		3386	071P	ΑT	O1MAR98	

Date: 28-OCT-97 NYC-HKG

NYC-HKG

NTC	-HKG												
Origin							Origin						
> Destinat	ion						> Destinati	on					
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
NEW YO	RKNY	NYC	USD				>>>> NO\		OVB				
>>>> HOI		HKG					53333 NOV	NSUIDISON W	4699	057M	AT	O1MAR98	
MHWAP3H	RT	3075	073VV	AT	O1MAR98		c	OW	3229	047H	AT	01MAR98	
MKXAP3M	RT	2879	073VV	AT	O1MAR98		Y	OW	2665	067M	AT	O1MAR98	
MKWAP3M	RT	2939	073VV	ΑT	O1MAR98		MEE4H	RT	2981	072W	AT	O1MAR98	
MLXAP3M	RT	2741	073VV	ΑT	O1MAR98		}						
MLWAP3N	RT	2791	073VV	AT	O1MAR98		>>>> SHA		SHA				
							F	OW	6491	057M	ΑT	O1MAR98	
>>>> JAK		JKT					C	OW	4387	047H	AT	01MAR98	
F	DW.	6491	057M	AT	01MAR98		Y	OW	3620	067M	AT	01MAR98	
C Y	8W 8W	4387 3620	047M 067M	AT AT	O1MAR98 O1MAR98		MHXEE6M	RT RT	3669 3729	071P 071P	AT AT	01MAR98 01MAR98	
MHXEE6M	RT	3669	071P	AT	O1MAR98		MKXEE6M	RT	3503	071P	AT	O1MAR98	
MHWEE6M	RT	3729	071P	AT	O1MAR98		MKWEE6H	RT	3563	071P	AT	O1MAR98	
MKXEE6M	RT	3503	071P	AT	01MAR98		MLXEE6M	RT	3336	071P	AT	O1MAR98	
NKWEE6H	RT	3563	071P	AT	O1MAR98		MLWEE6H	RT	3386	071P	AT	O1MAR98	
MLXEE6M	RT	3336	071P	AT	01MAR98		METAXHM	RT	2956	073VV	AT	01HAR98	
MLWEE6M	RT	3386	071P	ΑT	01MAR98		MHWAP3M	RT	3016	073VV	ΑT	O1MAR98	
MHXAP3M	RT	3015	073VV	AT	O1MAR98		MKXAP3M	RT	2822	073VV	AT	Q1MAR98	
MHWAP3H	RT	3075	073VV	AT	01MAR98		MKWAP3N	RT	2882	07377	AT	O1MAR98	
MKXAP3M Mkuad3m	RT pt	2879	073VV 073VV	AT AT	O1MAR98		MLXAP3H	RT RT	2687	073VV	AT AT	01MAR98 01MAR98	
MKWAP3M MLXAP3M	RT RT	2939 2741	07300	AT AT	O1MAR98 O1MAR98		MLWAP3H	K I	2737	073VV	AT	OTHAKAS	
MLWAP3H	RT	2791	07300	AT	O1MAR98		>>>> SIN(GAPORE	SIN				
HEMMFOR	n i	2131	01344	A 1	OTHMUJO		5>>>> 2 M(OW OW	51N 6412	057 M	AT	O1MAR98	
>>>> KIII	ALA LUMPUF	R KUL					c	OM	4155	047H	AT	O1MAR98	
F	OM COMILO	6412	057 H	AT	01MAR98		Y	DW	3429	047H	AT	OIMAR98	
c	o₩ ov	4155	047M	AT	O1MAR98		MHXEE6M	RT	3476	071P	AT	O1MAR98	
Y	OW	3429	067H	AT	O1MAR98		MHWEE6M	RT	3536	071P	AT	01MAR98	
MHXEE6M	RT	3476	071P	ΑT	01MAR98		MKXEE6M	RT	3319	071P	AT	O1MAR98	
NAMEERN	RT	3536	071P	AT	01M4R98		NKWEE6N	RT	3379	071P	ΑT	O1MAR98	
MKXEE6M	RT	3319	071P	AT	01MAR98		MLXEE6M	RT	3159	071P	AT	O1MAR98	
HKWEE6H	RT	3379	071P	AT	O1MAR98		MLWEE6M	RT	3209	071P	AT	O1MAR98	
MLXEE6M	RT	3159	0719	AT	O1MAR98		MHXAP3M	RT	2681	07377	AT	O1MAR98	
MLWEE6M MHXAP3M	RT RT	3209 2681	071P 073VV	TA TA	O1MAR98 O1MAR98		MHWAP3H MKXAP3M	RT RT	2741 2560	073VV 073VV	AT AT	O1MAR98 O1MAR98	
MHWAP3H	RT	2741	07300	AT	O1MAR98		MKWAP3M	RT	2620	073VV	AT	OIMAR98	
MKXAP3M	RT	2560	073VV	AT	01MAR98		HLXAP3H	RT	2436	073VV	AT	O1MAR98	
MKWAP3M	RT	2620	073VV	AT	01MAR98		MLWAP3M	RT	2486	07377	AT	01MAR98	
MLXAP3M	RT	2436	073VV	AT	01MAR98		ľ						
MLWAP3M	RT	2486	073VV	AT	O1MAR98		>>>> TAIF	PΕΙ	TPE				
							F	DW .	6491	057#	ΑT	01MAR98	
>>>> MA	CAU	MFM					c	DW	4387	047M	ΑT	01MAR98	
F	OW	6491	057H	ΑT	01MAR98		Y	OW	3620	067M	ΑT	01MAR98	
С	0W	4387	047H	AT	O1MAR98		MHXEE6M	RT	3669	071P	AT	O1MAR98	
Υ	OW	3620	067H	AT	O1MAR98		HHWEE6H	RT	3729	071P	AT	01MAR98	
MHXEE6M	RT PT	3669	071P	AT	O1MAR98		MKXEE6M	RT PT	3503	071P	AT	O1MAR98	
MKXEE6M	RT RT	3729 3503	071P 071P	AT AT	O1MAR98 O1MAR98		MKWEE6M	RT RT	3563	071P 071P	AT AT	01MAR98 01MAR98	
MKWEE6M	RT	3563	071P	AT	O1MAR98		MLWEE6M	RT	3336 3386	071P	AT	OIMAR98	
MLXEE6H	RT	3336	071P	AT	OIMAR98		MHXAP3M	RT	3015	073VV	AT	OIMAR98	
NLWEE6N	RT	3386	071P	AT	O1MAR98		MHWAP3M	RT	3075	07300	AT	O1MAR98	
MHXAP3M	RT	3015	073VV	AT	01MAR98		MKXAP3M	RT	2879	073VV	AT	01MAR98	
MHWAP3M	RT	3075	073VV	AT	01MAR98		MKWAP3M	RT	2939	073VV	AT	OIMAR98	
MKXAP3M	RT	2879	073VV	AT	01MAR98		MLXAP3M	RT	2741	073VV	AT	O1MAR98	
MKWAP3M	RT	2939	073VV	AT	O1MAR98		MLWAP3M	RT	2791	073VV	ΑT	O1MAR98	
MLXAP3M	RT	2741	073VV	AT	01MAR98			UVENT	740				
MLWAP3H	RT	2791	073VV	AT	O1MAR98		>>>> TAS		TAS	0575		04#4000	
MAI	AIII A	MALII					F C	0₩	4842	057M	AT	O1MAR98	
>>>> MAI	OW OW	MNL 6491	057H	AT	O1MAR98		\ \ \	OM OM	3155 2604	047M 067M	AT AT	01MAR98 01MAR98	
C	DW	4387	057H	AT	OIMAR98		MHEE4H	RT .	2997	072W	AT	O1MAR98	
Y	OW	3620	047H	AT	OIMAR98		MKEE4H	RT	2813	072W	AT	O1MAR98	
MHXEE6M	RT	3669	071P	AT	O1MAR98		MLEE4H	RT	2678	072W	AT	O1MAR98	
MHWEE6M	RT	3729	071P	AT	O1MAR98		1						
MKXEE6M	RT	3503	071P	AT	01MAR98		>>>> YAN	GON	RGN				
NKWEE6N	RT	3563	071P	AT	01MAR98		F	OW	6412	057H	AT	O1MAR98	
MLXEE6M	RT	3336	071P	AT	01MAR98		C	DW	4155	047M	AT	O1MAR98	
MLWEE6M	RT	3386	071P	ΑT	01MAR98		Y	OM	3429	067M	AT	O1MAR98	
HEGAXHH	RT	3015	073VV	AT	01MAR98		NOVE	NDC:	0)/5				
MHWAP3M	RT	3075	073VV	AT	O1MAR98		NOVOSIE		OVB	USD			
MKXAP3M	RT	2879	073VV	AT	01MAR98		>>>> MEX		MEX				
MKWAP3M	RT	2939	073VV	AT	01MAR98		F	OW	5489	057M	AT	O1MAR98	
MLXAP3M	RT	2741	073VV	AT	O1MAR98		c	DM	3906	047M	AT	O1MAR98	
MLWAP3M	RT	2791	073VV	AT	O1MAR98		Y	DW	3134	067M	ΑT	O1MAR98	

Date: 28-OCT-97

OVB-MEX

OVB-MEX

Origin						***	Origin						
> Destinat	ion						> Destina	ation					
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basi	s Note	Fare	Reso	GI	Effective	Expi
NOVOSI		OVB	USD					ONTREAL QU	YMQ				
	XICO CITY	MEX	USD				5>>>> M1	DW DW	8616	057H	AT	01MAR98	
NEE4H	RT	4183	072W	AT	O1MAR98		c	OW	6229	047H	AT	O1MAR98	
				•••	• • • • • • • • • • • • • • • • • • • •		Y	D.M.	5191	067H	AT	01MAR98	
>>>> MO	NTREAL QU	YMQ					MHXEE6M	RT	6584	071P	AT	01MAR98	
F	OW	4745	057H	AT	01MAR98		NHWEE6H	RT	6676	071P	AT	01MAR98	
C	₽₩	3229	047H	AT	01MAR98		MKXEE6M	RT	6286	071P	AT	01MAR98	
Υ	ย₩	2690	067H	AT	01MAR98		NKWEE6N	RT	6377	071P	AT	01MAR98	
MEE4H	RT	3498	072W	AT	O1MAR98		MLXEE6H	RT	5985	071P	AT	01MAR98	
	N VODY NV	NVC					MLWEE6N	RT	6063	071P	AT	01MAR98	
	W YORK NY	NYC 4745	057H	AT	O1MAR98		MHXAP	00 00	2949 2994	073F 073F	TA TA	O1MAR98 O1MAR98	
F C	OM.	3229	047H	AT	O1MAR98		MKXAP	00	2814	073F	AT	O1MAR98	
Y	DW	2690	067M	AT	01MAR98		MKWAP	00	2861	073F	AT	O1MAR98	
HEE4H	RT	3498	072W	AT	01MAR98		MLXAP	00	2681	073F	AT	O1MAR98	
							MLWAP	90	2715	073F	AT	01NAR98	
SHANG	HAI	SHA	CNY				HHXAP3N	RT	5542	073VV	AT	O1MAR98	
>>>> ME	KICO CITY	MEX					MHWAP3M	RT	5635	073VV	AT	01MAR98	
F	ยพ	51470	057M	AT	01MAR98		HKXAP3H	RT	5290	073VV	AT	O1MAR98	
C	DM.	36180	047H	AT	O1MAR98		HKWAP3H	RT	5383	073VV	AT	01MAR98	
Υ	DW OT	28610	067M	AT	01MAR98		MLXAP3M	RT PT	5038	073VV	AT	O1MAR98	
MHXEE6M	RT DT	40380	071P	AT	O1MAR98		HLWAP3H	RT	5115	073VV	AT	O1MAR98	
HHWEE6M	RT	40900	071P	AT	O1MAR98			W YORK NY	NYC				
MKXEE6M	RT PT	38780	071P 071P	AT AT	O1MAR98		>>>> NE	OW TURK NT	8616	057#	AT	01MAR98	
MKWEE6M MLXEE6M	RT RT	39300 37180	071P	AT	O1MAR98 O1MAR98		c	0W	6229	047H	AT	O1MAR98	
HLWEE6H	RT	37610	071P	AT	01MAR98		Ÿ	OW	5191	067H	AT	O1MAR98	
				•••			MHXEE6M	RT	6584	071P	AT	Q1MAR98	
>>>> MOI	NTREAL QU	YMQ					HHWEE6M	RT	6676	071P	AT	01MAR98	
F	₽₩	45460	057H	AT	01MAR98		MKXEE6M	RT	6286	071P	AT	01MAR98	
c	DW	30710	047M	ΑT	01MAR98		MKWEE6M	RT	6377	071P	ΑT	01MAR98	
Y	OM	25090	067M	AT	01MAR98		MLXEE6M	RT	5985	071P	AT	01#AR98	
MKXEE6M	RT	35210	071P	AT	01MAR98		MLWEE6M	RT	6063	071P	AT	01MAR98	
HHWEE6H	RT	35730	071P	AT	O1MAR98		MHXAP3H	RT	5542	073VV	AT	01MAR98	
MKXEE6M	RT	33610	071P	AT	01MAR98		HHWAP3N	RT	5635	073VV	AT	01MAR98	
MKWEE6H MLXEE6H	RT RT	34130 32010	071P 071P	AT AT	O1MAR98 O1MAR98		MKXAP3M MKWAP3M	RT RT	5290 5383	073VV 073VV	AT AT	O1MAR98 O1MAR98	
MLWEE6H	RT.	32440	071P	AT	O1MAR98		HLXAP3H	RT	5038	073VV	AT	O1MAR98	
MHXAP3M	RT	29330	073VV	AT	O1MAR98		MLWAP3M	RT	5115	07377	AT	01MAR98	
MHWAP3M	RT	29840	073VV	AT	01MAR98								
MKXAP3M	RT	28000	073VV	AT	01MAR98		TAIPEI		TPE	TWD			
MKWAP3M	RT	28520	073VV	AT	01MAR98		>>>> ME	XICO CITY	MEX				
MLXAP3H	RT	26670	073VV	AT	01MAR98		F	OW	181350	057H	AT	O1MAR98	
MLWAPSH	RT	27100	073VV	ΑT	01MAR98		С	OM	123330	047H	AT	O1MAR98	
							Y	OW	99463	067M	AT	O1MAR98	
	YORK NY	NYC					MHXEE6M	RT	139713	071P	AT	O1MAR98	
F	OM.	45460	057M	AT AT	Q1MAR98	1	MHWEE6M	RT RT	141496	071P 071P	AT AT	01MAR98 01MAR98	
C Y	OW OW	30710 25090	047M 067M	AT	01MAR98 01MAR98		MKWEE6M	RT	134216 136000	071P	AT	O1MAR98	
T MHXEE6M	RT	35210	071P	AT	OIMAR98	ļ	MLXEE6H	RT	128719	071P	AT	O1MAR98	
MHWEEGN	RT	35730	071P	AT	O1MAR98		MLWEE6H	RT	130205	071P	AT	O1MAR98	
HKXEE6M	RT	33610	071P	AT	01MAR98								
NKWEE6H	RT	34130	071P	AT	01MAR98	1	>>>> MC	NTREAL QU	YMQ				
MLXEE6H	RT	32010	071P	AT	01MAR98		F	OW	160878	057H	AT	O1MAR98	
MLWEE6H	RT	32440	071P	AT	O1MAR98		С	OW	104702	047H	AT	O1MAR98	
HETAKH	RT	29330	073VV	AT	O1MAR98		Υ	0W	87252	067H	AT	01MAR98	
HHWAP3H	RT	29840	073VV	AT	O1MAR98		MHXEE6M	RT	120933	071P	AT	01#AR98	
NKXAP3H	RT	28000	073VV	AT	O1MAR98	1	NHWEE6N	RT	122716	071P	AT	01MAR98	
HERAWAN	RT	28520	073VV	AT	O1MAR98		MKXEE6H	RT PT	115435	071P	AT AT	01MAR98	
ALXAP3H	RT or	26670	073VV 073VV	AT AT	O1MAR98	-	NLXEE6N	RT RT	117219 109939	071P 071P	AT AT	O1MAR98 O1MAR98	
HLWAP3H	RT	27100	U1344	M.I	01MAR98	1	MLWEEGH	RT	111424	071P	AT.	O1MAR98	
SINGAP	ORF	SIN	SGD				HHXAP3H	RT	100777	073VV	AT	O1MAR98	
>>>> MEX		MEX				į	HHWAP3H	RT	102560	073VV	AT	O1MAR98	
>>>> MEA	OW CITY	9670	057H	AT	01MAR98	1	HKXAP3H	RT	96196	073VV	AT	O1MAR98	
:	שט אפ	7189	047H	AT	OIMAR98		HKWAP3H	RT	97979	073VV	AT	O1MAR98	
1	8W	5820	067H	AT	O1HAR98	ł	MLXAP3H	RT	91615	073VV	AT	O1MAR98	
HXEE6M	RT	7543	071P	ΑT	O1MAR98	1	HLWAP3H	RT	93101	073VV	AT	01MAR98	
HWEE6M	RT	7634	071P	ΑT	01MAR98	1							
KXEE6M	RT	7243	071P	AT	01MAR98		>>>> NE	W YORK NY	NYC				
IKWEE6H	RT	7336	071P	AT	01MAR98		F	OM	160878	057H	AT	O1MAR98	
ILXEE6#	RT	6944	071P	AT	01MAR98	1	C	שׁמ	104702	047H	AT	O1MAR98	
LWEE6#	RT	7021	071P	AT "	O1MAR98		Υ	OW	87252	067H	AT	O1MAR98	
						1	MHXEE6M	RT	120933	071P	AT	O1MAR98	
						1	NHWEE6H	RT	122716	071P	AT	O1MAR98	

Date: 28-OCT-97 TPE-NYC

TPE-NYC

TPE-							Origin						
Origin	on.						Origin						
> Destination		Enec	Daga	C1	Effontivo	Eunine	> Destination	Note	Eara	Boss	G.	Effective	Evnin
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	chective	Expiry
TAIPEI	, voer	TPE	TWD										
NKXEE6M		NYC	0710		01 84 000								
MKMEEQH	RT RT	115435 117219	071P 071P	AT AT	01MAR98 01MAR98								
MLXEE6H	RT	109939	071P	AT	O1MAR98		ļ						
MLWEE6M	RT	111424	071P	ΑT	O1MAR98								
MHXAP3M	RT	100777	073VV	ΑT	01MAR98								
MHWAP3M	RT	102560	073VV	AT	01MAR98		}						
MKXAP3H	RT PT	96196 97979	073VV	AT	01MAR98								
MKWAP3M MLXAP3M	RT RT	91615	073VV 073VV	AT AT	01MAR98 01MAR98								
MLWAP3M	RT	93101	073VV	AT	O1MAR98								
TASHKE	NIT	TAC	USD										
		TAS MEX	บอบ										
>>>> MEX	BW BITT	5633	057H	ΑŤ	01MAR98								
c	DW.	3833	047M	AT	O1MAR98								
Y	OW	3073	067M	AT	O1MAR98								
MHEE4M	RT	4014	072W	AT	O1MAR98								
MKEE4M	RT	3862	072₩	AT	O1MAR98								
MLEE4H	RT	3711	072W	AT	O1MAR98								
>>>> MON	ITREAL QU	YMQ											
F	OW	4889	057M	AT	01MAR98								
С	D₩	3155	047H	ΑT	O1MAR98								
Y	OM	2629	067M	ΑŤ	O1MAR98								
MHEE4M	RT	3329	072W	AT	01MAR98								
MKEE4M MLEE4M	RT RT	3176 3025	072W 072W	AT AT	O1MAR98 O1MAR98								
		5025	0.2										
>>>> NEW		NYC											
F	O.M.	4889	057M	AT	01MAR98]						
C Y	DM DM	3155 2629	047M 067M	AT AT	01MAR98 01MAR98								
MHEE4H	RT	3329	072W	AT	O1MAR98								
MKEE4H	ŔŢ	3176	072W	AT	01MAR98		ł						
MLEE4M	RT	3025	072W	ΑT	O1MAR98								
YANGON	l	RGN	MMK										
>>>> MEX		MEX											
F	0₩	34496	057M	AT	01MAR98		ļ						
С	0W	23845	047M	ΑT	O1MAR98								
Y	DW	19167	067M	ΑT	01MAR98								
>>>> MON	ITREAL QU	YMQ											
F	OW	30148	057M	AT	O1MAR98								
c	0W	19887	047M	AT	01MAR98								
Y	OM	16573	067 #	ΑT	01MAR98								
>>>> NEW	YORK NY	NYC											
F	DW	30148	057M	AT	01MAR98								
C	0₩	19887	047H	AT									
Y	0W	16573	067M	AT	01MAR98								
							1						
							ı						



SPECIFIED PASSENGER FARES TABLES

NATL - JAPAN, KOREA

MEX-SEL

MEX-SEL												
Origin						Origin				_		
> Destination						> Destination						
Fare Basis Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
MEXICO CITY	MEX	USD										
>>>> SEOUL	SEL											
F OW	7551	057M	AT	01MAR98								
C DW	5414	047H	AT	O1MAR98								
Y DW	4353	067M	ΑT	O1MAR98								
>>>> TOKYO	TYO											
F OW	7551	057M	ΑT	01MAR98								
C DW	5414	047M	AT	01MAR98								
Y 0W	4353	067M	ΑT	O1MAR98								
MONTREAL QU	YMQ	CAD										
>>>> SEOUL	SEL											
F OW	8606	057M	AT	01MAR98								
C OW	5927	047M	ΑT	01MAR98								
Y 0W	4939	067M	ΑT	O1MAR98								
>>>> TOKYO	TYO											
F OW	8606	057M	AT	01MAR98								
C DW	5927	047H	AT	O1MAR98								
Y OW	4939	067M	ΑT	01MAR98								
NEW YORK NY	NVC	USD										
NEW YORK NY	NYC	บอบ										
>>>> SEOUL	SEL 6806	057H	ΑT	O1MAR98								
C DM	4736	047H	AT	01MAR98								
Y OW	3908	067M	AT	O1MAR98								
>>>> TOKYO	TYO											
F OW	6806	057M	AT	O1MAR98								
C OW Y OW	4736 3908	047M 067M	AT AT	01MAR98 01MAR98								
SEOUL	SEL	KRW										
>>>> MEXICO CITY	MEX											
F OW	5156200	057M	AT	O1MAR98								
C DW	3768600 3043200	047M 067M	AT AT	01MAR98 01MAR98								
, 0#	3043200	00711	~ '	OTHARSO								
>>>> MONTREAL QU	YMQ											
F OW	4555600	057M	AT	01MAR98								
C GW	3222000	047M	AT	O1MAR98								
Y OW	2685000	067M	AT	O1MAR98		!						
>>>> NEW YORK NY	NYC											
F OW	4555600	057M	AT	O1MAR98								
C DW	3222000	047M	AT	O1MAR98								
Y DW	2685000	067M	ΑT	01MAR98								
TOKYO	TYO	JPY										
>>>> MEXICO CITY	MEX	J										
F OW	1236500	057M	AT	01MAR98								
C OW	911100	047M	AT	O1MAR98								
Y OW	777500	067M	AT	01MAR98								,
>>>> MONTREAL QU	YMQ											
F OW	1160600	057M	AT	O1MAR98								
C DW	842100	047M		O1MAR98								
Y OW	732200	067₩		01MAR98								i

>>>> NEW YORK NY	NYC	057#	AT	01#4000								
F DW C DW	1160600 842100	057H 047H	AT AT	O1MAR98 O1MAR98		l						
Y DW	732200	047H		O1MAR98								
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